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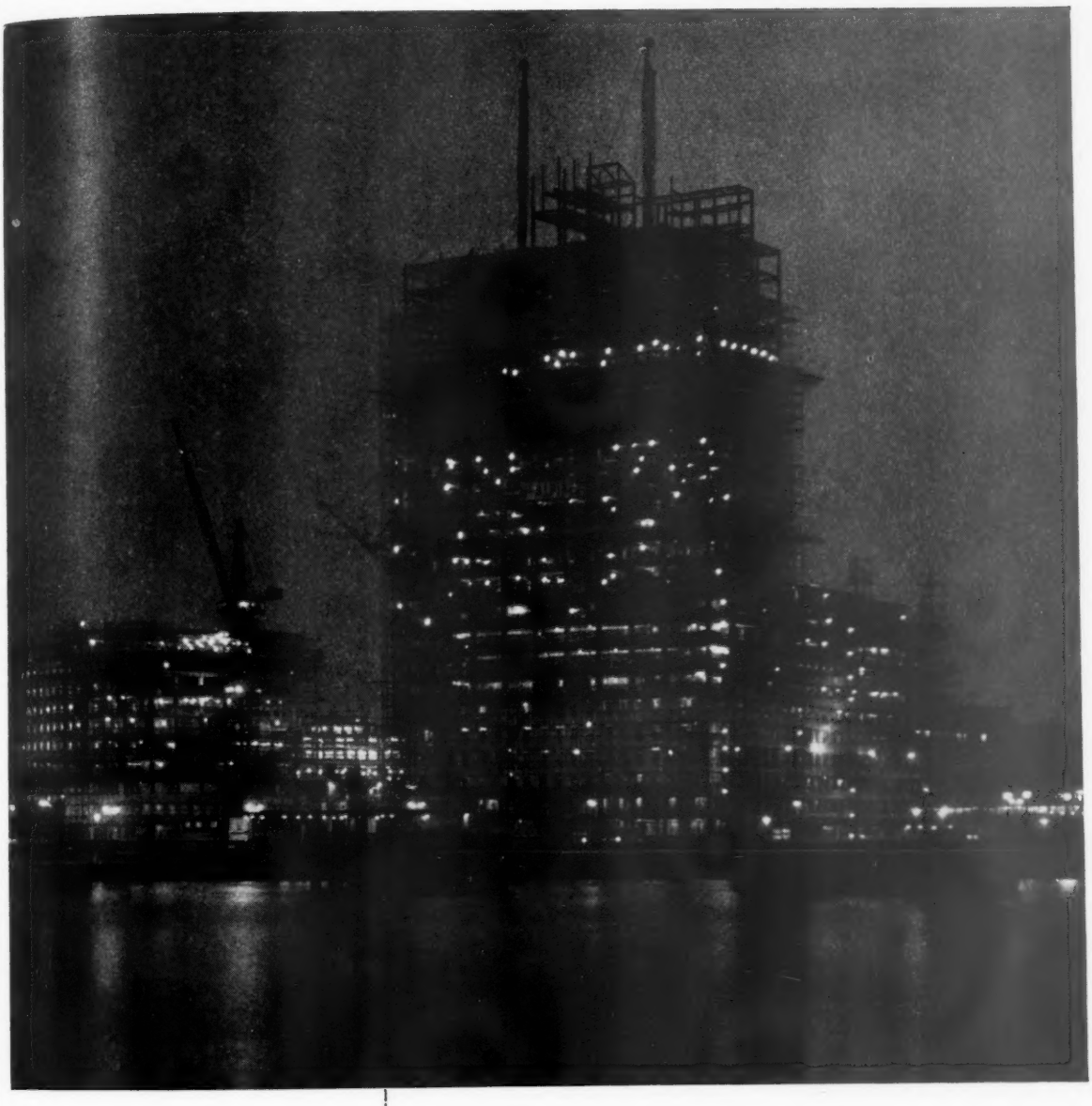

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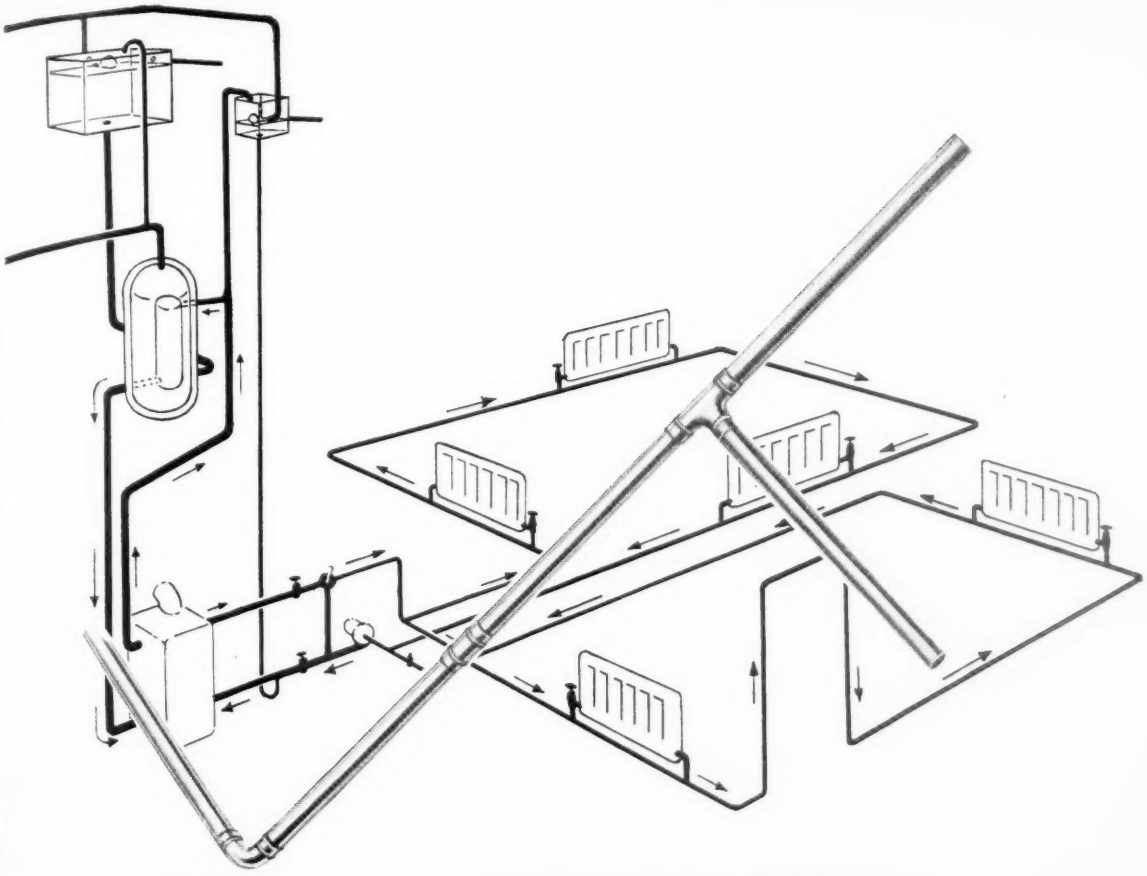

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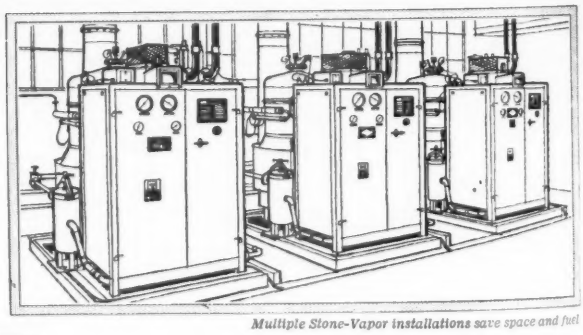

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FACTS

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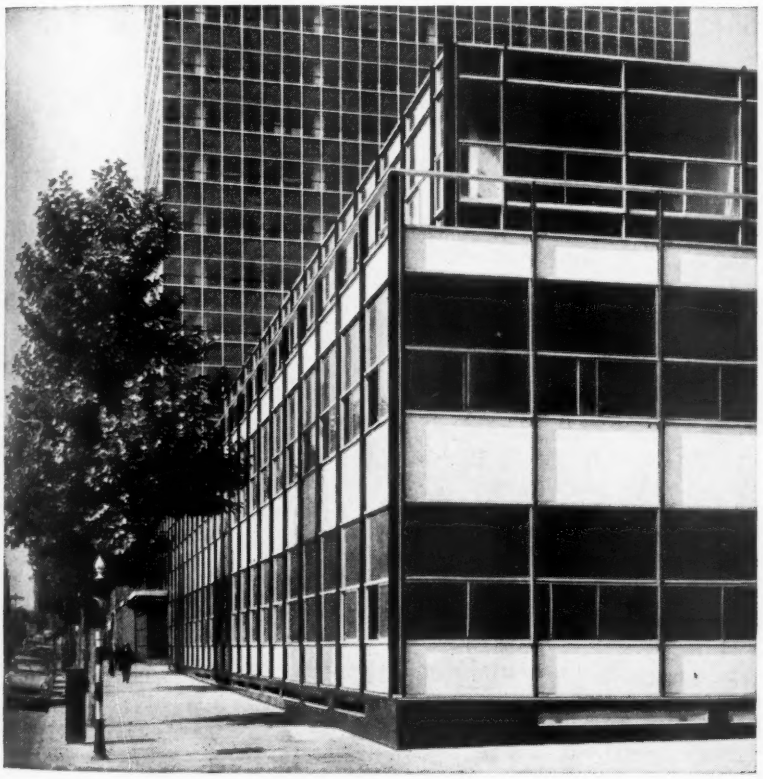
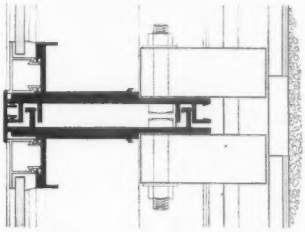
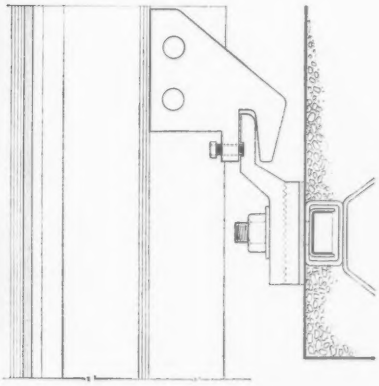
The vertical section shows how the prefabricated Wallspan is literally *hung* on to the frame. It is curtain walling in the truest sense, and although designed in the first place specifically for Castrol House, the system is now generally available—a classic example of co-operation between the architect and the curtain walling specialists.





Horizontal section at infill level. Each half mullion forms the edge of a prefabricated panel. When the two panels are brought together, the joint is sealed with Thiokol mastic and an aluminium capping is then clipped on to seal the joint finally.



Vertical section showing fixing detail. As the floor slab is cast, bolts are built in ready to receive the fixing spigots. These are adjustable vertically and horizontally to allow for slight inaccuracies. Hooks on the Wallspan panels engage over the spigots and are kept firmly in place by compression bolts.

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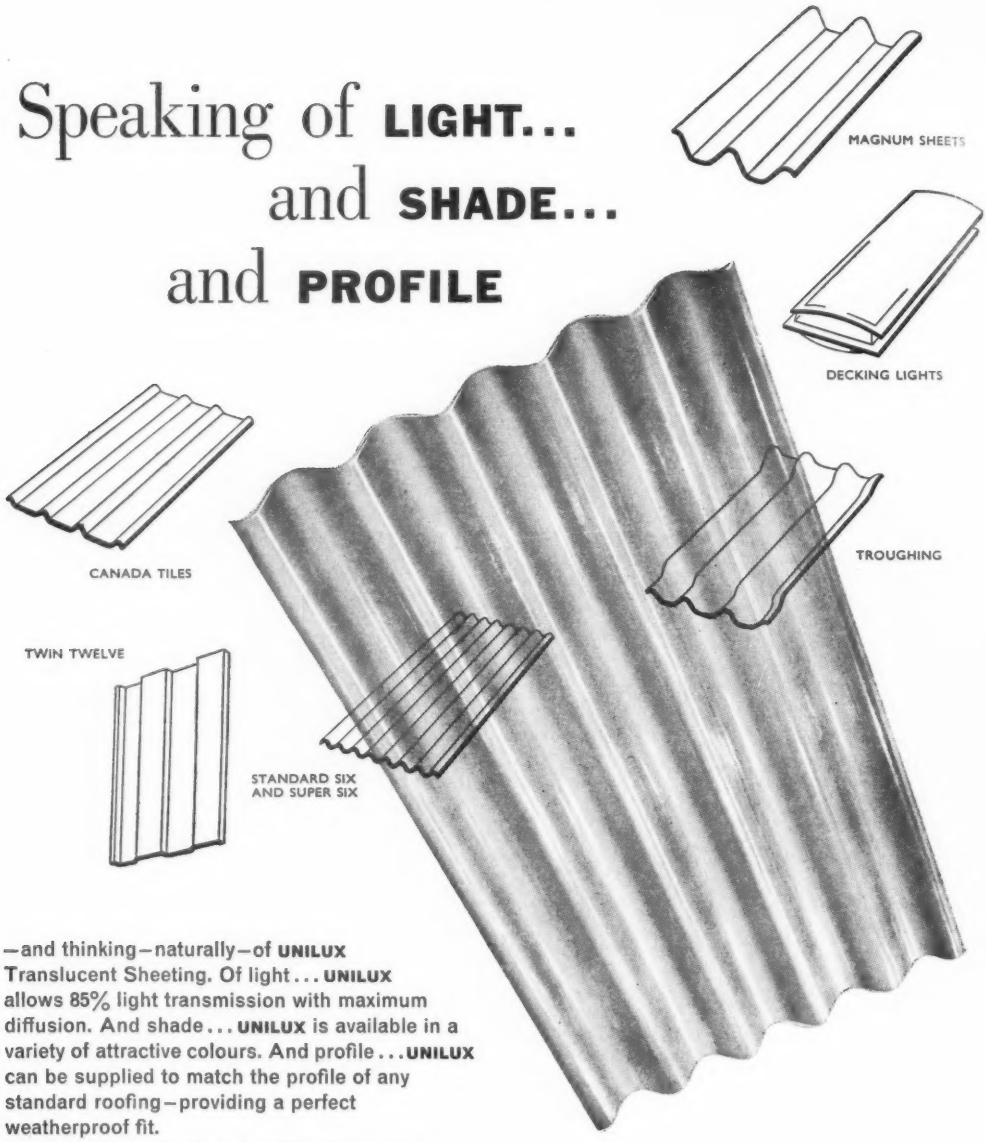

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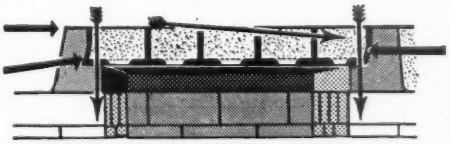

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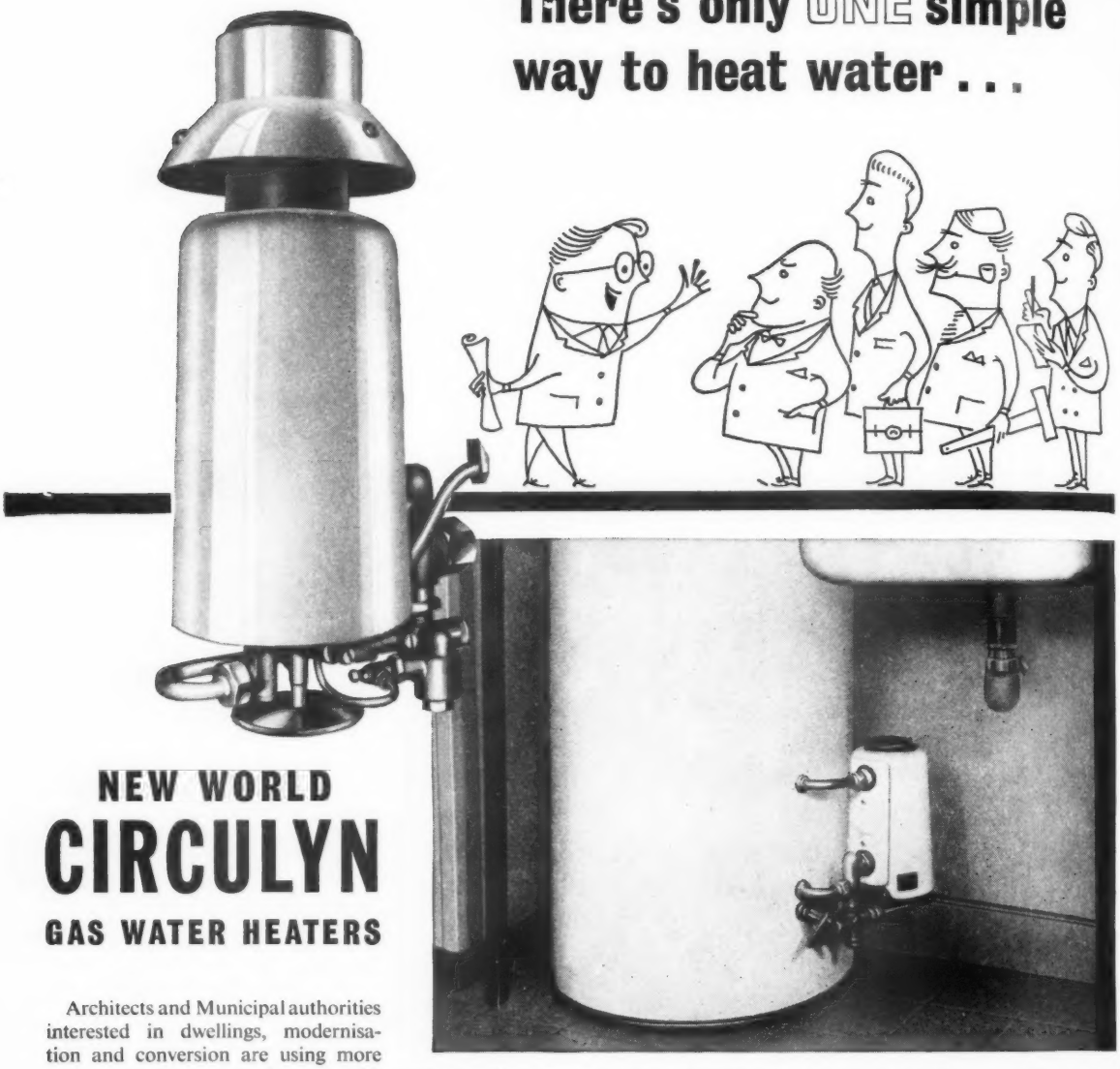

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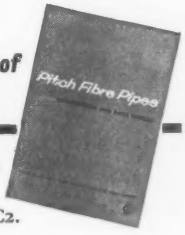

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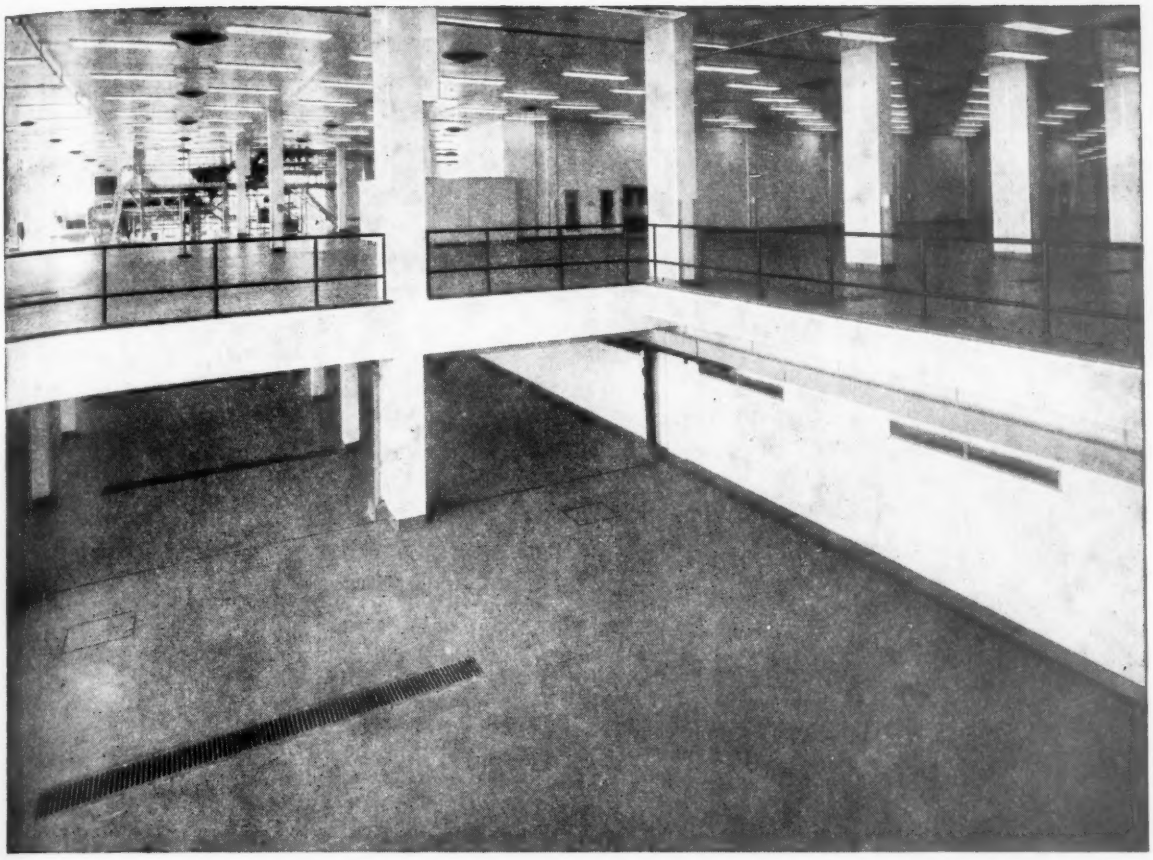

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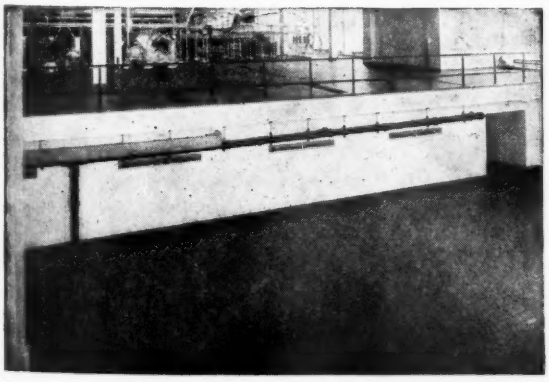

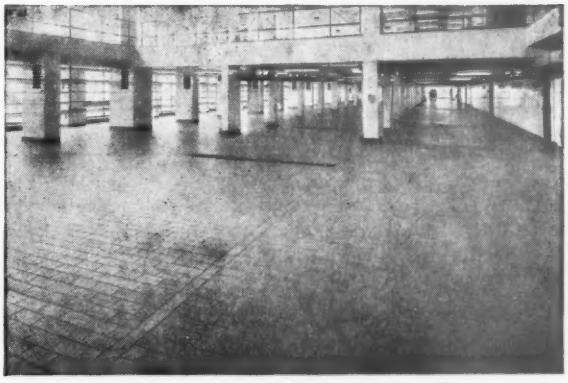

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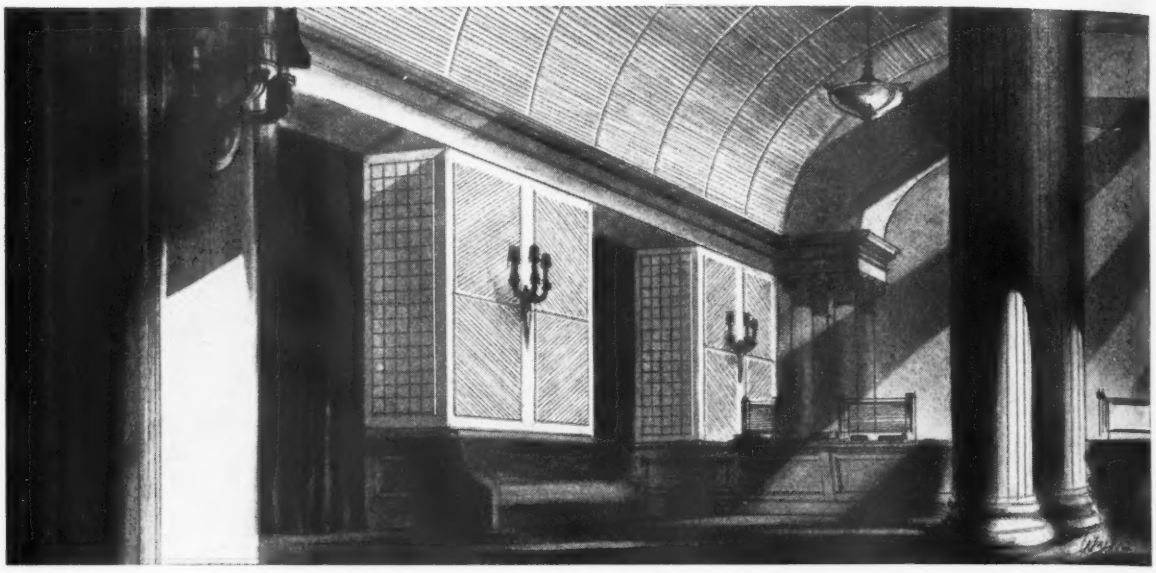

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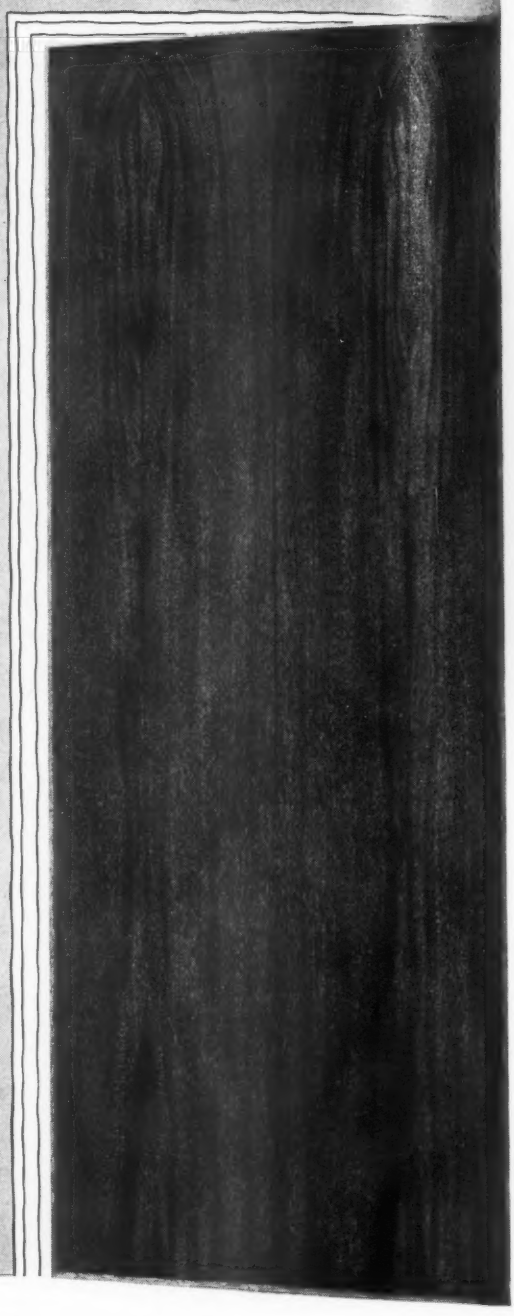

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* *plus 2/- to 6/- a week maintenance cost.*

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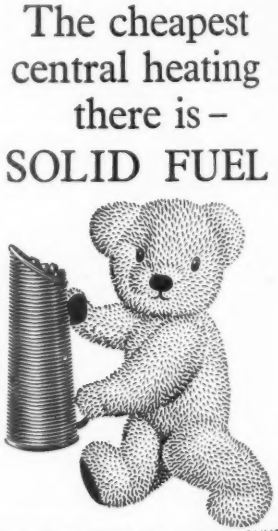

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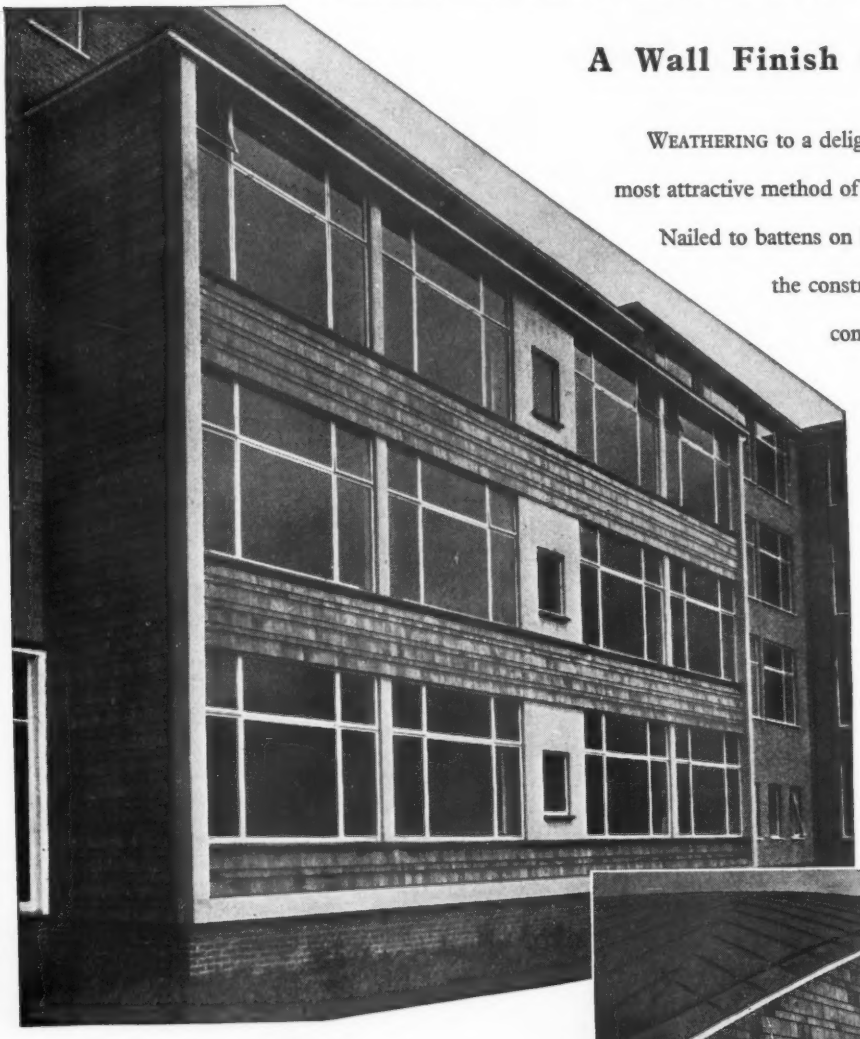

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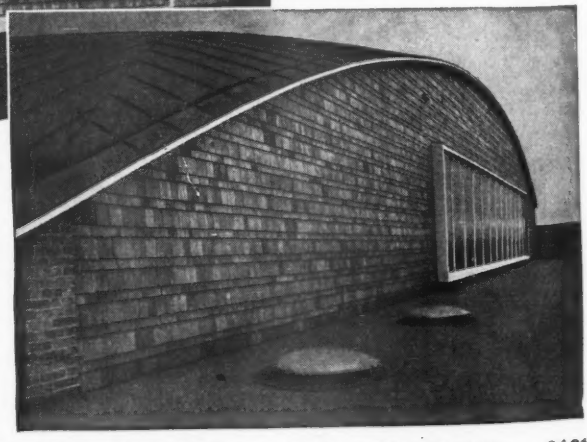

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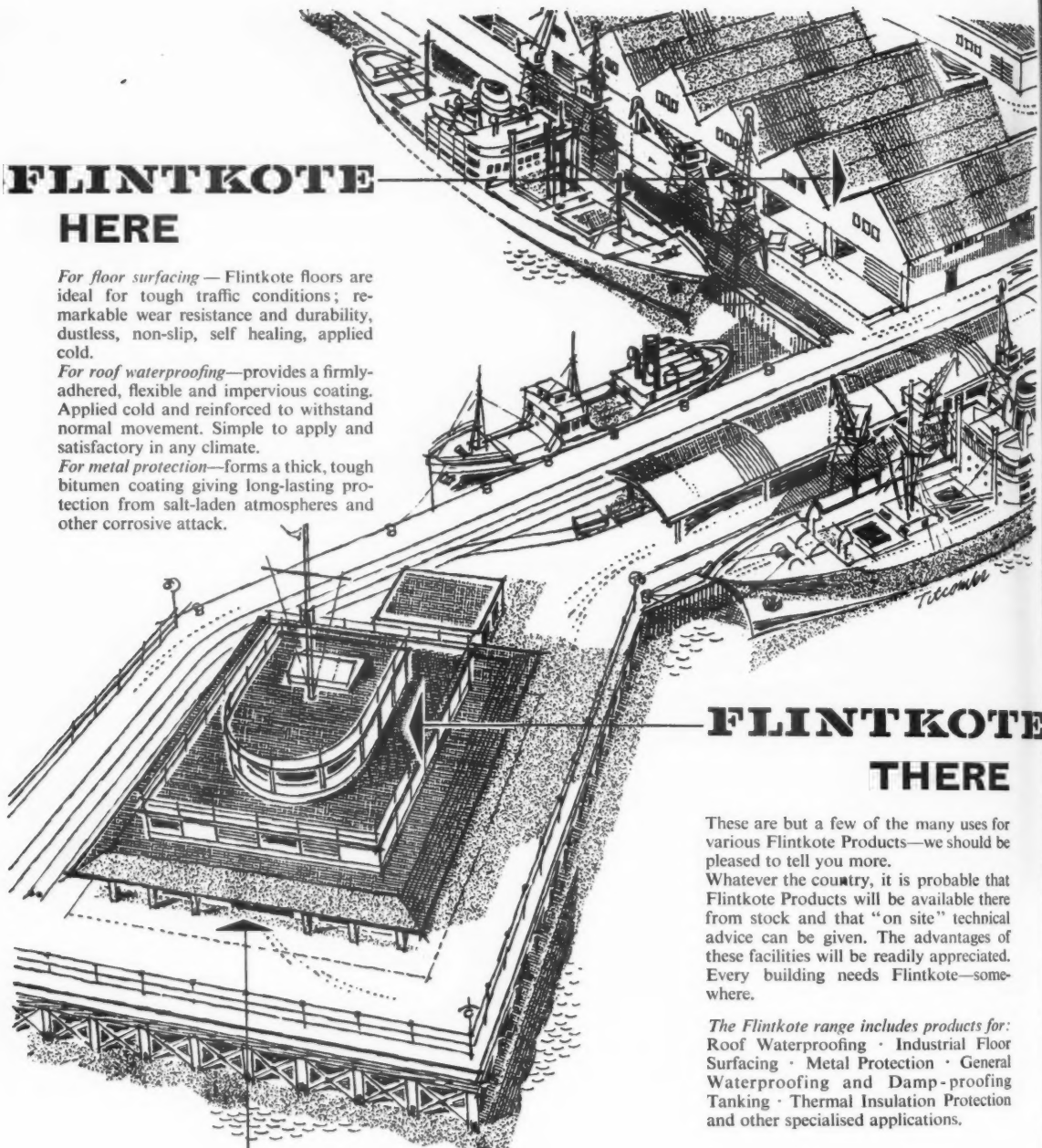

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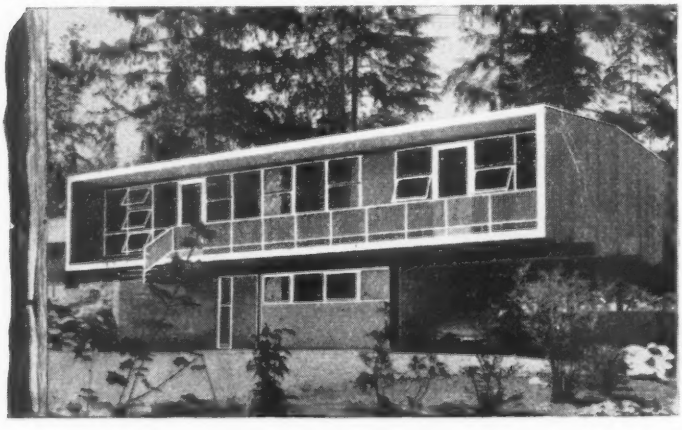

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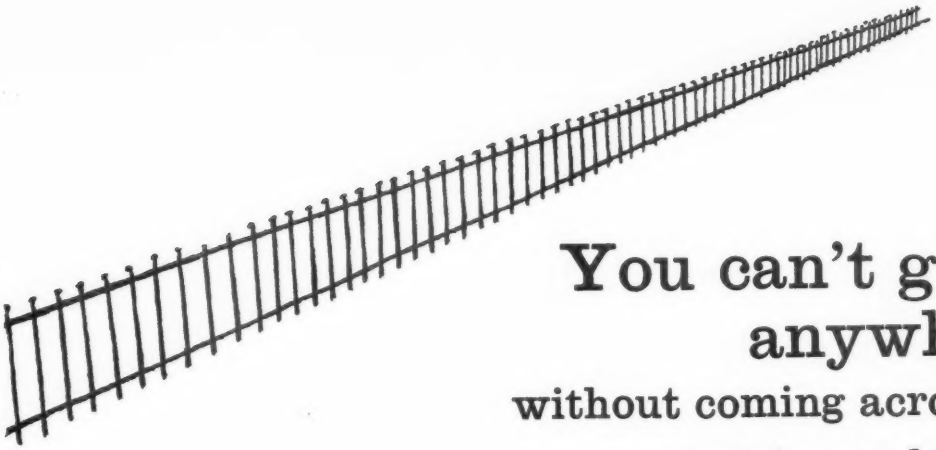

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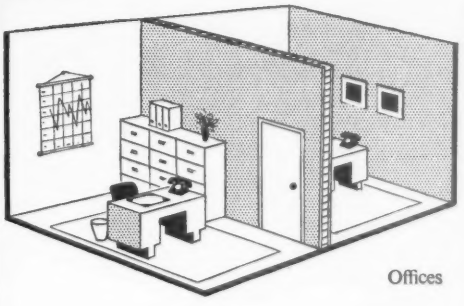

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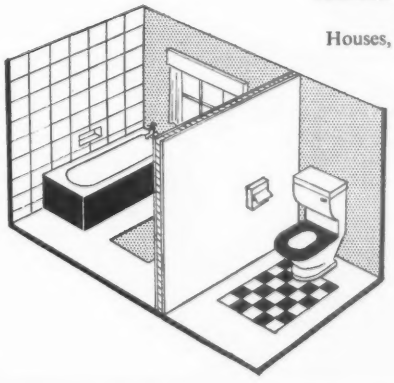

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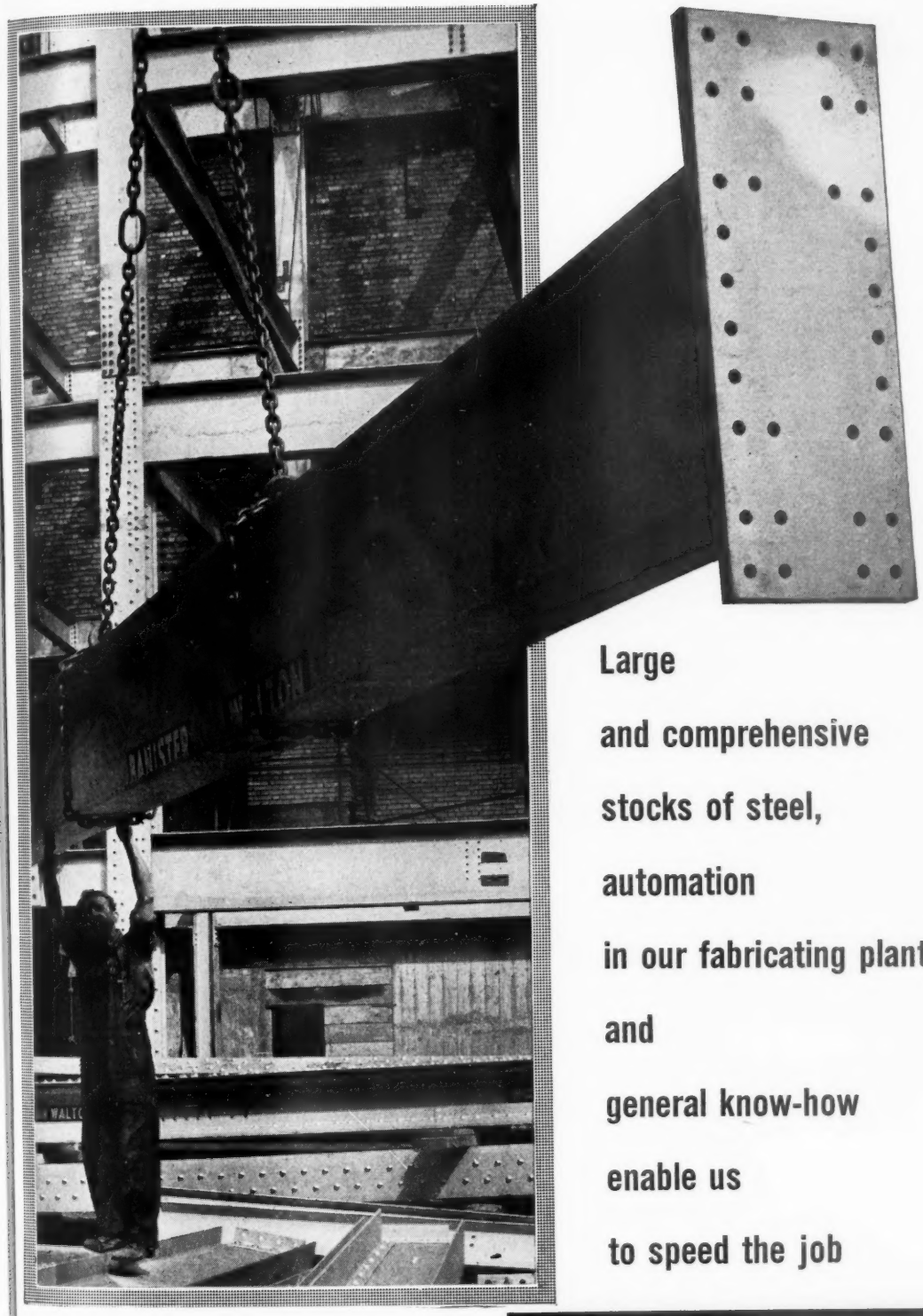

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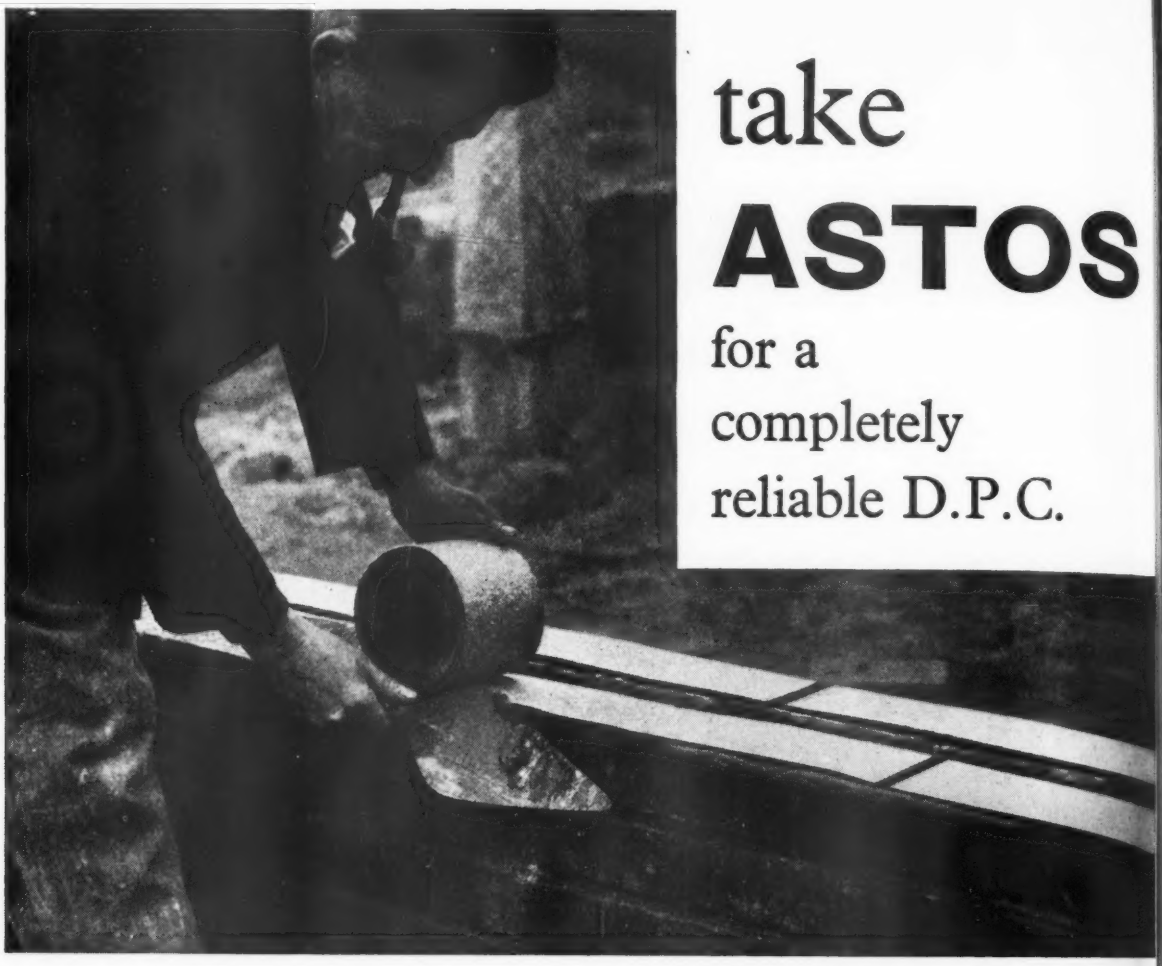

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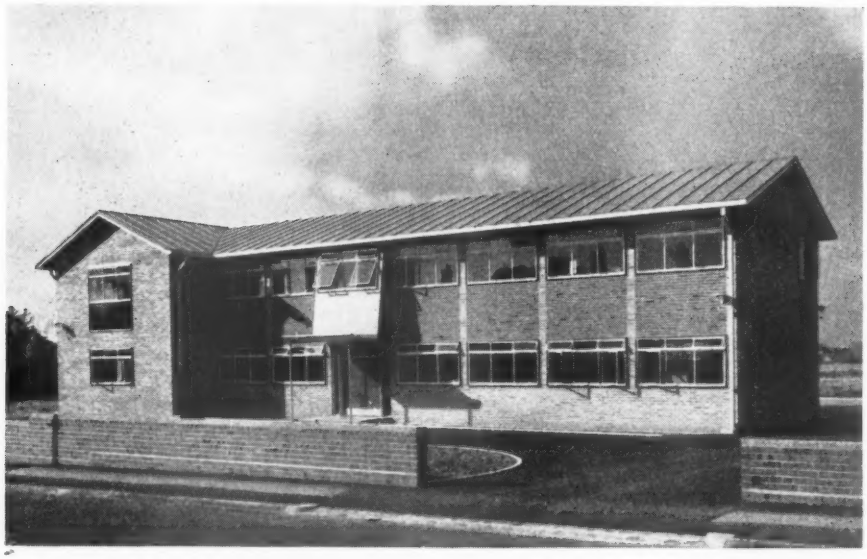

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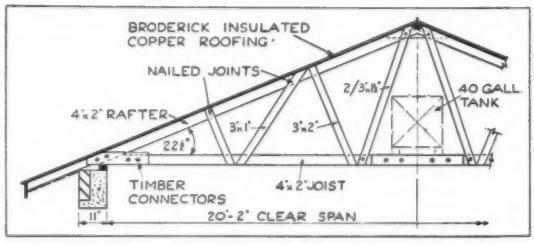

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July 1960
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The Constitution of the RIBA

Constitutions in this country, apparently, are formed, altered, added to, and forgotten by the next generation. They follow, only for a time, the pattern of the Institutions which bring them into being. Sometimes institutions may change radically without suffering seriously from an obsolete constitution. But in large professional organisations, like the RIBA, whose members are responsible for important services to private individuals and public bodies, frictions develop rapidly when effective action within the profession is hampered by the constitution.

Whilst it is easy for a new generation to condemn the restrictive clauses evolved by the previous one, it is not so easy to redesign them to suit the new conditions; like a standard Form of Contract, each clause originally had a very good reason. Therefore, before discarding old clauses or forming recommendations, the Constitutional Committee had to detect old underlying reasons and examine very carefully the implications in the wording of their own recommendations. It is doubtful if any member of the Committee believes that all the final recommendations will be generally acceptable.

The whole idea behind the work of the Constitutional Committee – indeed it is embodied in the brief – is that the Institute shall be controlled by those members, properly elected, who are willing to devote time and skill to its affairs, that no restriction of membership class shall operate, and that automatic ex-officio membership of the Council shall be very restricted indeed. These ideas were, of course, behind the recommendations for members to be elected to Council from the areas of Allied Societies. It is in these societies that so much variety is to be found. Many of them have old traditions of which they are proud; no two have similar constitutions, and some have non-architect members. Variety and vitality are splendid characteristics, and no one wishes to impose uniformity for its own sake. Indeed the only uniformity recommended in the Final Report is that Allied Societies' Councils and Chapters should be elected by postal ballot. Vitality should flow from this.

The recommendations make it possible for any member to work for his or her profession, on being elected by postal ballot, at 66 Portland Place and at Branch and Allied Society level. It can be argued that the services of some excellent people will be lost to committees because they will prefer not to face the challenge of standing for election. It is hoped that this attitude will become very rare.

To stand for election to the Council of the RIBA, or to that of an Allied Society, must mean acceptance of the idea of a share of responsible work on committees. These committees are the eyes and ears of the profession at a time when forces of change demand a vigilance which may well be the price of liberty.

R.I.B.A. Council 1960–61

Election Results

At the General Meeting on 21 June 1960, the Scrutineers appointed to count the votes for the election of the Council for the Session 1960–61, made the following report to the Chairman, Mr Basil Spence, OBE, TD, RA, ARSA (Knight-Designate), President:

3,916 Voting Papers were received of which 61 were invalid. In addition 185 envelopes were received which were invalid (143 unsigned, 42 unstamped).

The result of the election is as follows:

President

Professor Sir William Graham Holford, MA, PPTPI — unopposed

Past Presidents

Kenneth Mervyn Baskerville Cross, MA, DCL
Basil Spence, OBE, TD, RA, ARSA (KNIGHT-DESIGNATE)
— unopposed

Fellow Members of Council

1. Alwyn Gwilym Sheppard Fidler, MA, BARCH, AMTPI(Birmingham)	1,539 votes
2. Peter Faulkner Shepheard, BARCH, AMTPI	1,443 ,,
3. Arthur George Ling, BA(Arch), MTPI (Coventry)	1,408 ,,

Associate Members of Council

1. Tom Mellor, BARCH, AMTPI(Lytham St Annes)	1,555	votes
2. William Daniel Lacey, AMTPI(Nottingham)	1,408	,,
3. Andrew George Derbyshire, MA(Sheffield)	1,330	,,

Licentiate Member of Council

1. Bernard Hugh Cox, FRICS	1,484	,,

Ordinary Members of Council

1. Alfred George [*L*]	1,299	votes
2. The Hon. Lionel Gordon Baliol Brett, MA [*F*] (Watlington)	1,250	,,
3. E. Maxwell Fry, CBE [*F*]	1,142	,,

Candidates not Elected

1. Edward David Mills, CBE [*F*]	1,090	votes
2. Professor Jack Hollingworth Napper, MA, AMTPI [*F*] (Newcastle upon Tyne)	1,064	,,
3. David Barclay Waterhouse [*A*]	1,054	,,
4. Peter Browning Dunham [*F*] (Luton)	1,047	,,
5. Kenneth John Campbell [*A*]	1,024	,,
6. Colin Graeme Lindsay Shankland, MA [*A*]	924	,,
7. Robert William Paine, ARCA [*A*] (Fordwich)	888	,,
8. David Eyre Percival, BA(Arch), MTPI [*A*] (Norwich)	844	,,
9. Norman Harold Fowler [*F*] (Leeds)	835	,,
10. Herbert John Whitfield Lewis [*F*]	831	,,
11. Leonard Grange Vincent, AMTPI [*A*] (Stevenage)	812	,,
12. Ewart Brindley Redfern, AMTPI [*A*] (Exeter)	809	,,
13. Edmund Douglass Jefferiss Mathews, OBE, ARICS [*F*]	765	,,
14. Jane Beverly Drew [*F*]	762	,,
15. John Henry Forshaw, CB, MC, MA, BARCH, MTPI [*F*]	637	,,
16. Professor Basil Robert Ward, Hon.ARCA [*F*]	575	,,
17. Gontran Iceton Goulden, TD [*F*]	571	,,
18. Robert Duncan Scott [*F*] (Guildford)	531	,,
19. Roger Talbot Walters [*A*]	525	,,
20. Stanley Meyrick [*A*] (Welwyn Garden City)	504	,,
21. Stanley Vincent Goodman [*F*] (Bedford)	380	,,

Representatives of Allied Societies in the United Kingdom or the Republic of Ireland

(1) *Six Representatives from the Northern Province of England*
James C. Spooner [*A*] (Northern Architectural Association)
Professor Reginald Annandale Cordingley [*F*] (Manchester Society of Architects)
Dr Ronald Bradbury [*F*] (Liverpool Architectural Society)
Arthur Lazenby [*A*] (York and East Yorkshire Architectural Society)
Geoffrey Arthur Rowe [*A*] (West Yorkshire Society of Architects)
James McDonald Fairweather [*F*] (Sheffield, South Yorkshire and District Society of Architects and Surveyors)

(2) *Five Representatives from the Midland Province of England*
Alfred Herbert Gardner [*F*] (Birmingham and Five Counties Architectural Association)
Tom Anderson Collins [*F*] (Leicestershire and Rutland Society of Architects)
Frank Macfarlane Widdup [*F*] (Northamptonshire, Bedfordshire and Huntingdonshire Association of Architects)
John Walter Mackenzie Dudding [*F*] (Nottingham, Derby and Lincoln Society of Architects)
Murray Sidney Hare [*A*] (East Anglian Society of Architects)

(3) *Six Representatives from the Southern Province of England*
John Henry Crowther [*F*] (Devon and Cornwall Society of Architects)
Ernest Frederick Tew [*F*] (Wessex Federal Society of Architects)
David Beecher [*F*] (Berks, Bucks and Oxon Architectural Association)
Peter Ross Sawyer [*F*] (Hampshire and Isle of Wight Architectural Association)
James Edwin Lees Caldwell [*F*] (Essex, Cambridge and Hertfordshire Society of Architects)
John Edward Annesley Brownrigg [*A*] (South-Eastern Society of Architects)

(4) *Four Representatives of Allied Societies in Scotland nominated by the Council of the Royal Incorporation of Architects in Scotland*
George Haslehurst Lawrence [*A*] (Edinburgh)
James Allan Hugh Mottram [*A*] (Edinburgh)
David Reekie Smith [*A*] (Glasgow)
Thomas Hill Thoms [*F*] (Dundee)

(5) *One Representative of Allied Societies in Wales*
Howard Williams [*F*] (South Wales Institute of Architects)

(6) *Two Representatives of Allied Societies in Ireland*
Alan Hodgson Hope [*A*] (Royal Institute of the Architects of Ireland)
George Philip Bell [*A*] (Royal Society of Ulster Architects)

Representatives of Societies in Alliance with the Royal Institute Overseas
Maurice Payette [*F*] (Royal Architectural Institute of Canada)
Kenneth Mervyn Baskerville Cross [*F*] (Representative in the United Kingdom)
Thomas Brenan Feimister Gargett [*F*] (Royal Australian Institute of Architects)
Kenneth Mervyn Baskerville Cross [*F*] (Representative in the United Kingdom)
Professor Cyril Roy Knight [*F*] (The New Zealand Institute of Architects)
Reginald Harold Uren [*F*] (Representative in the United Kingdom)
Henry Alfred Parkes Kent [*A*] (The Institute of South African Architects)
Professor Sir William Graham Holford [*F*] (Representative in the United Kingdom)
Homi Naushirwan Dallas [*F*] (The Indian Institute of Architects)
Stuart Bentley [*F*] (Representative in the United Kingdom)

Representative of the Architectural Association (London)
Edward Playne [*F*]

Representative of the Association of Building Technicians
(To be appointed)

Chairman of the Board of Architectural Education
Edward David Mills [*F*]

Chairman of the RIBA Registration Committee
(To be appointed)

Chairman of the RIBA Allied Societies' Conference
Herbert Jackson [*F*] (Birmingham)

Election of two Honorary Auditors
John Michael Austin-Smith [*F*]
Michael Ryan [*A*]

Scrutineers

JOHN J. ADAMS	RONALD HARDY	GORDON PEARSON
F. STEVEN ALEXANDER	DAVID HUBERT	NORMAN RIX
ALFRED BALL	ERIC HUGHES	N. A. ROYCE
LAWRENCE A. BUTTERFIELD		MAURICE H. RUSSELL
F. PAUL DAVIES	J. C. KENNEDY	F. A. M. SELLEY
E. A. DULEY	FRANCIS KERR	DEREK J. SHARP
D. MURRAY EVANS	A. E. MOODY	R. E. SUMMERS
ALEC FLINDERS	RAYMOND O. MOSS	RUSSELL G. D. VERNON
G. R. GLENNY	A. J. NORCLIFFE	JOHN A. WHITTAKER
MAXWELL C. GRAY	D. S. PEARCE	

ERIC H. FIRMIN, Chairman

RIBA Topics

Birthday Honours

Knight Bachelor: Basil Spence, PRIBA
CB: Dr F. M. Lea [*Hon. A*]
CBE: B. J. Collins, Past President TPI, Leslie Farrer-Brown, Nuffield Foundation, Walter S. George [*F*] (New Delhi), Henry Rushbury [*Hon. A*]
OBE: G. Grenfell Baines [*F*], R. E. G. Hope [*A*] (Northern Rhodesia), D. W. Spreull [*A*] (Jamaica), W. J. Triggs [*L*]
ISO: W. T. Haslam [*F*] (Southern Australia)
MBE: R. E. Paylor [*Probationer*]

The New RIBA President

Professor Sir William Holford, MA(L'pool), PPTPI, FILA, is President RIBA for the Session 1960–61. He took office on 1 July.

Sir William was born in 1907 in Johannesburg, South Africa and was educated at The Diocesan College, Cape Town. He studied architecture at Liverpool School of Architecture from 1925 to 1930.

He became a Rome Scholar in 1930 and was elected an Associate of the RIBA in 1932. In 1935 he won the Henry L. Florence Bursary and has also gained the RIBA Distinction in Town Planning.

In 1933 he became a lecturer at Liverpool University and in 1935 was appointed architect to North Eastern Trading Estates (for development work in the distressed area) and planned Team Valley and designed administration buildings and standard factories. In 1936 he became Lever Professor of Civic Design in the University of Liverpool. He was appointed Chief Architect for the Royal Ordnance Factory, Kirkby, Lancashire in 1939 and was Chief Architect for Wartime Hostels to the Ministry of Supply in 1941.

Sir William has held a number of public appointments: in the Reconstruction Secretariat, Ministry of Works, in 1942; as Chief Technical Officer, Ministry of Town and Country Planning, 1943; as Planning Consultant with the late C. H. Holden [*F*] to the Corporation of the City of London in 1946 (Reports 1946 and 1947, Public Inquiry 1948); as Planning Consultant to the University of Liverpool also in 1946 (First Development Plan 1949, Revised Development Plan 1954, Nuclear Physics Laboratories and Synchro Cyclotron Building 1953).

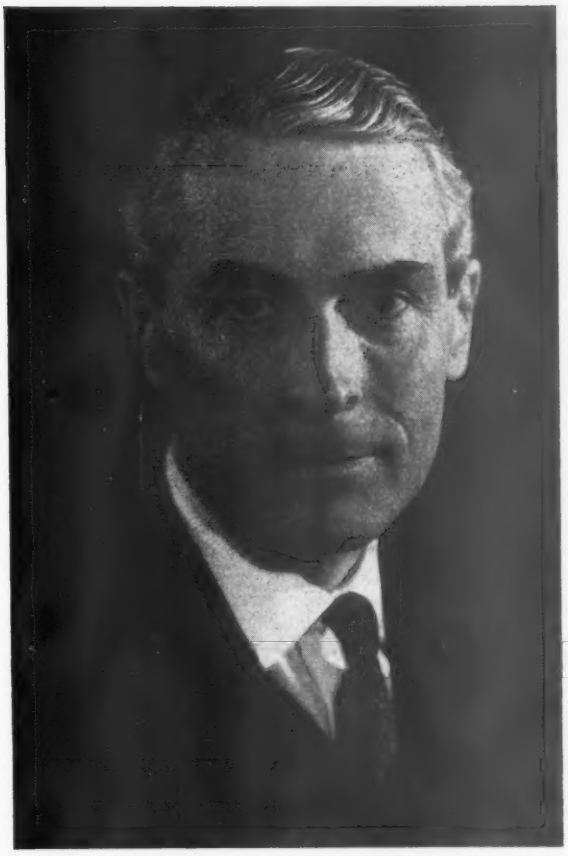
In 1948 he succeeded Sir Patrick Abercrombie [*F*] as Professor of Town Planning in the University of London and in the same year was appointed Planning Consultant with H. M. Wright [*F*] to the County of Cambridge and also as Planning Consultant to the City of Pretoria, South Africa. He became Architect and Consultant to Corby New Town Development Corporation in 1950 covering the development plan (1951), town centre plan (1952) and market square and the layout of the first 500 houses in 1954.

From 1951 to 1957 Sir William was consultant to the Commonwealth Government of Australia on regional development plans, the future of the federal capital, Canberra, which included a Report to Parliament, the plan for lakes and Parkway and King's Avenue Bridge.

In his capacity as Architect and Consultant to the University of Exeter Sir William has designed the Queen's Building (Arts Faculties) which is now completed and the refectory and union and the administration building and Senate Chamber at the University. He is also architect for the Nuclear Laboratory Group at the University of Liverpool.

Apart from his university work Sir William's main buildings completed include: administration building and ancillaries, Team Valley; Jeremiah Ambler Factory, Peterlee; Woolworth Building, Cornmarket Street, Oxford; Farrer House, Eton College; Market Square, Corby New Town.

Those under construction are: High Rise flats and maisonettes, Kensal New Town; Villiers House, Eton College; Barclays Bank, Maidstone; wholesale markets, Sheffield; also houses at Gidea Park and Icklesham, Sussex; paving of courts, etc., at King's College, Cambridge; and restoration of Foundation Buildings at Eton.



In collaboration with Sir Alexander Gibb and Partners, Engineers, he has worked on the construction of the road and bridge for Team Valley; Ross spur and viaduct; and Queenhill Bridge, Gloucestershire. In collaboration with W. H. Maunsell and Partners he has completed the Narrows Bridge, Perth, Western Australia; King's Avenue Bridge and Commonwealth Avenue Bridge and Central Parkway in Canberra.

He has been a member of the Royal Fine Art Commission since 1944 and a member of the Historic Buildings Council since 1953. He has also been a member of the Advisory Committee on Buildings of Historic and Architectural Interest since 1948 (Chairman since 1952), and is a part-time member (concerned with amenity questions) of the Central Electricity Generating Board since 1958. He is Vice-Chairman of the Centre of Urban Studies and President of the Housing Centre, London; and of the Bluecoat Society of Arts, Liverpool.

Sir William has acted as assessor in several architectural competitions including those for the State Assurance Building, Liverpool; the pilot plan for Brasilia; Toronto City Hall and Square; Churchill College, Cambridge; and New Ways for London.

He has written a number of articles on architectural and town planning subjects and is at present at work on a history of the town plan of Venice. Some of his publications are: *Roman Verona* (with I. A. Richmond); *The Future of Merseyside* (with W. A. Eden); *The City of London: a record of Destruction and Survival* (with the late C. H. Holden) (Architectural Press); *Design in Town and Village* (with F. Gibberd and Thomas Sharp) (HMSO); *Pretoria as an Administrative Capital*; *Cambridge Planning Proposals* (with H. M. Wright); *The Future of Canberra, A.C.T.* (Commonwealth Printing Office); also several essays and research publications.

Sir William is married and his recreations are travel and the theatre.

Council Business

The Council met on 21 June. On the President taking the Chair, the Council stood and applauded in recognition of his knighthood.

The Secretary, in his report, said that on the recommendation of the Public Relations Committee, Mr. Eric Lyons, OBE [*F*], would give this year's Christmas Holiday Lectures for boys and girls.

He also reported that the Jury entrusted with the award of the RIBA Architecture Bronze Medal in the area of the South-Eastern Society of Architects for the 3-year period ending 31 December, 1959, had made it in favour of the Engineering Research and Development Building for the Bowater Paper Corporation at Northfleet, Kent. Architects: Messrs Farmer and Dark [*F*]. Contractors: Messrs Holland, Hannen and Cubitts Ltd.

The Council agreed to give their support to a proposed survey being carried out at the London School of Economics into the nature and role of the professional association in England and Wales. Investigations are being made by means of a postal questionnaire to determine the activity of members within their association and their attitude towards its purpose. It is hoped that the RIBA will be one of the associations investigated as the results of the research could be of value in the work of the Institute.

The Council gave its approval to proposals from the Finance and House Committee for helping the ABS in its work. More details will be given in the August JOURNAL.

Other notes from the Minutes of the Council appear on page 335.

'Rebuilding Our Cities'

'Rebuilding Our Cities', the subject of this year's British Architects' Conference, which met in Manchester from 15 to 18 June, proved to be highly topical and of exceptional public interest. The three papers given at the opening of the conference by Hubert Bennett [*F*], L. Hugh Wilson [*A*] and Arthur Ling [*F*] were given wide publicity in the press, as was the presidential address by Basil Spence at the opening of the conference. Nearly 600 members were present, and the conference was blessed throughout with dry, warm weather, which contributed greatly to the success of the excursions, and of the Garden Party at Heaton Hall. It was obvious from the meeting of about 60 members at the Study Group on Thursday afternoon that there were many more members with a valuable contribution to make than there was time to hear, but in the short time available for discussion some valuable contributions were made. On the Friday Sir Keith Joseph, Parliamentary Secretary to the Ministry of Health, was the principal speaker. A panel of non-architects, consisting of Sir Keith Joseph, Dr A. H. Marshall, the Coventry City Treasurer, Mr W. G. Webb, Deputy Chief Valuer to the LCC, and Dr T. E. H. Williams, lecturer in highway and traffic engineering at Durham University, answered questions put by the study group. Sir Thomas Bennett's [*F*] statement about the architects' concern over urban renewal was a remarkable tour-de-force, and drew prolonged applause, and after a period for discussion Maxwell Fry [*F*] contributed an able summing up. The social events, which included an informal reception by the Manchester Society of Architects, a civic reception and dance at Manchester Town Hall, and the dinner at the Midland Hotel (notable for the fact that only four speeches were delivered, none of them long), were very successful. A full report will appear in our next issue.

Cover Picture

The photograph on the cover, taken recently, shows one of the tall blocks of flats on the LCC's Alton Estate, Wandsworth, for which the London Architecture Bronze Medal for 1959 was awarded. It also illustrates the section on housing progress in Mr Hubert Bennett's paper on 'The County of London' (page 347).

The President in Canada

The President spoke on 'Professional Responsibility' at the RAIC Assembly luncheon in Winnipeg on 2 June. After remarking that the RAIC seemed to have the same worries as the RIBA – the package deal, education, fees, relations with the allied professions, the Institute's responsibility of leadership, research, the code of conduct – the President asked 'to whom does the profession owe responsibility?' First of all, and in the past, to the client, but today the architect had a far wider responsibility.

Mr Spence urged that architects should not try to kill the package deal, but should compete with it by raising the standard of their efficiency. This had become the major task of the profession, and the biggest responsibility of the RIBA. In Britain, he suggested, they had one advantage over Canada – the existence of the large public office, which was not, as was often thought, a menace to the private office. The best public offices, such as the LCC and the Ministry of Education, had played a pioneering role. The city or borough architect was often the private architect's client – and a very understanding one, too.

In describing the work being done by the RIBA Mr Spence emphasised the value of the work being done by Miss Joan Milne, the economist on the RIBA's staff, whose information on the new work coming into the architects' offices enabled the Government to judge future trends, enabled the RIBA to spot the danger signals for the industry, and gave the RIBA a position of leadership in the industry. 'It is useless for the architect to claim leadership', he said, 'unless he accepts responsibility and is fit to discharge it, and the same is true of our Institute. We firmly believe that if we accept the responsibility for giving leadership in every field, in the industry, among the professions, among ourselves, if we speak such sense that governments and business listen to us, if we back up promise with performance, I am sure we have nothing to fear. The entire world is demanding a higher standard of living, and that means new buildings and new towns, a whole new environment which only we, the architects, in consultation with our technicians and professional colleagues, can design and build.'

Appointment of Technical Information Officer

Last March the Council authorised the Technical Information Committee to recruit, subject to the Council's ratification, a Technical Information Officer. Thirteen applications were received, and Mr Maurice Goldring has been selected for the post.

Mr Goldring, who is 31, was educated at Whitgift School, and from 1949–51 attended the Department of Architecture, Kingston School of Art. He took part in the design and construction of the School of Design at Ulm, Southern Germany, and qualified in the Course on Industrial Building. He also studied typography and draughtsmanship while in Germany.

He has worked as an assistant architect in the offices of Messrs Powell and Moya, and of Max Bill and is at present with the Ministry of Education. He took up his appointment at the RIBA on 4 July.

Future BRS Digests

Starting with No.137 in the August JOURNAL, Building Research Station *Digests* will be issued in the A4 size.

In addition to the usual serial number the SfB and UDC classifications will be printed at the end of the text to enable members who wish to file *Digests* by subject to copy either classification on whatever corner or margin of the *Digest* suits their particular filing system.

Tour of South America

A preliminary note on the proposed architectural study tour of South America, including Brazil, Venezuela, Mexico and the USA, appeared in the May JOURNAL. Further information on this tour is given at page 335.

Department of Health for Scotland: New Chief Technical Planner

Mr Robert Grieve, AMICE, MTPI, AMIMUNE, has been appointed to the post of Chief Technical Planner in the Department of Health for Scotland. In that capacity Mr Grieve succeeds Mr T. A. Jeffryes, AMTPI [*A*], who, as Chief Architect and Technical Planner, has previously been in charge of these technical services in the Department. Mr Jeffryes will continue as Chief Architect to be responsible not only for the Department's housing and allied services but also for hospitals and schools and the architectural work of the Scottish Departments generally.

Mr Grieve, who is 49, was educated at the Royal Technical College, Glasgow, and his early career was spent in local government service with Glasgow Corporation and with the Renfrewshire County Council. From 1943 to 1946 he collaborated with Sir Patrick Abercrombie [*F*] and Professor Robert Matthew, CBE [*F*], in the preparation of the Clyde Valley Regional Plan and since 1946 has served on the Planning side of the Department of Health where he has been particularly concerned with the technical questions involved in urban redevelopment, industrial location, new towns and overspill. He is a former Chairman of the Scottish Branch of the Town Planning Institute.

RIBA Hospitals Course

This course is now over-subscribed; the first 450 applications have been accepted. The visits to Copenhagen, Rotterdam and Swindon are also fully booked.

It is regretted that no more applications can be considered.

Cardiff Hospital Competition

In view of the widespread interest in the result of the architectural competition for the design of the new Medical Teaching Centre for Wales at Cardiff, the Ministry of Health, in co-operation with the Welsh Board of Health, has arranged for the designs submitted, including those of the three prize-winners, to be on public display in the Main Conference Hall at the Ministry's headquarters in Savile Row, London, W1 from 7–14 July.

The showing has been arranged to coincide with the special course for architects at the RIBA from 11–15 July and with the Ministry's exhibition of Hospital design and building, in the Henry Florence Hall from 7–23 July.

The Ministry's Hospitals exhibition has been designed as a touring exhibition, and after its London showing will visit eight regional centres throughout England and Wales and further selected centres in Scotland. At local centres the basic exhibition will be supplemented by similar local material.

More Work for Private Architects in the First Quarter of 1960

The value of new work commissioned of private architects in the first quarter of 1960 reached a new high level, being one-third greater than in both the previous quarter and the corresponding quarter of 1959. This seems to confirm the earlier indication of a seasonal influence in the flow of new work with a peak coming in the first quarter of the year. To what extent there will be a fall in new commissions in the second quarter of the year – or a cancellation or postponement of work already in the pipe-line – as a result of the Government measures in April to tighten credit, remains to be seen.

The information about new commissions has been obtained from a quarterly survey of a sample of all private architectural practices run by members of the RIBA (for futher details see the JOURNAL of October 1959, page 414).

Table 1 Estimated value of new work for which private architects were appointed

Period	1959	Change over previous quarter	Change over same quarter 1958	1960	Change over previous quarter	Change over same quarter 1959
	£ million	%	%	£ million	%	%
First quarter	267	+41	− 5	361	+34	+35
Second quarter	222	−17	− 2			
Third quarter	225	+ 1	+60			
Fourth quarter	270	+20	+42			

Table 1 gives the results of the first quarter of 1960 compared with the four quarters of 1959.

Commissions for new buildings for public authorities showed the biggest proportionate increase, being twice the level of a year earlier (see figure 1 and table 2). The value of new hospital building commissioned in the first quarter of 1960 was four times the level in the first quarter of 1959, reflecting the impetus that has been given in the recent months by the Government to the hospital building programme.

New commissions for educational buildings were more than twice the level in the first quarter of 1959 while those for other buildings for local authorities also showed a substantial increase.

New work for private owners and developers came in at a rather more modest rate, with an increase of 17 per cent compared with a year earlier. Commissions for offices and banks showed a drop compared with the previous quarter to about the same level as in the first quarter of 1959, while those for other commercial buildings were 23 per cent less than a year earlier. Industrial building did not show any marked change, new commissions remaining at about the same level as in the previous quarter although 17 per cent greater than a year earlier. Private housing on the other hand continued to show an increase, being nearly half as much again as in the previous quarter and 40 per cent greater than a year earlier.

Table 2 New commissions for private architects analysed by type of building

£ million

Type of building	1959 First quarter	1959 Second quarter	1959 Third quarter	1959 Fourth quarter	1960 First quarter
New housing					
For public authorities	17	28	13	13	18
For private owners and developers	77	57	68	74	108
	94	85	81	87	126
Other new buildings					
Private industrial building	46	32	30	55	54
Private offices and banks	21	14	15	31	20
Other commercial and miscellaneous buildings for private clients	63	37	41	38	54
Educational (public and private)	26	34	23	27	56
Other buildings for public authorities	17	20	35	32	51
Total, new commissions	267	222	225	270	361
For public authorities	53	65	61	61	110
For private owners and developers	214	157	164	209	251

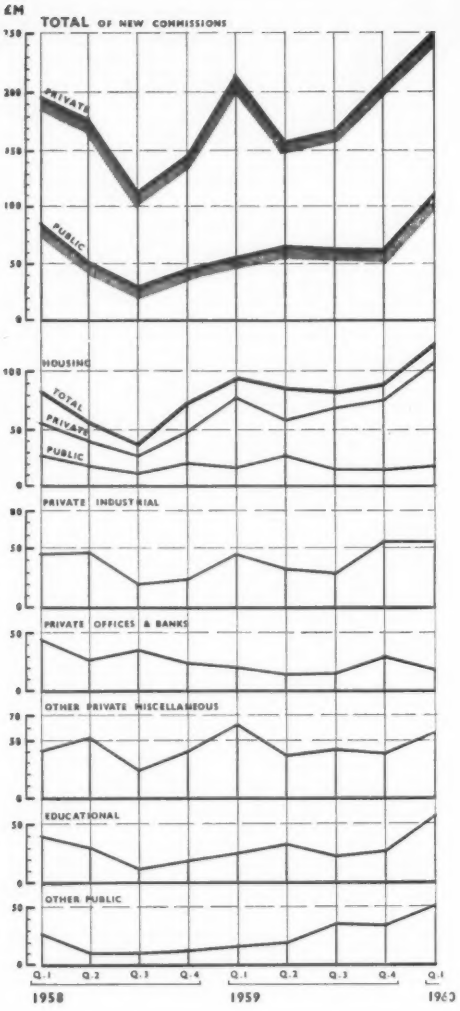


Fig. 1 New commissions for private architects analysed by type of building

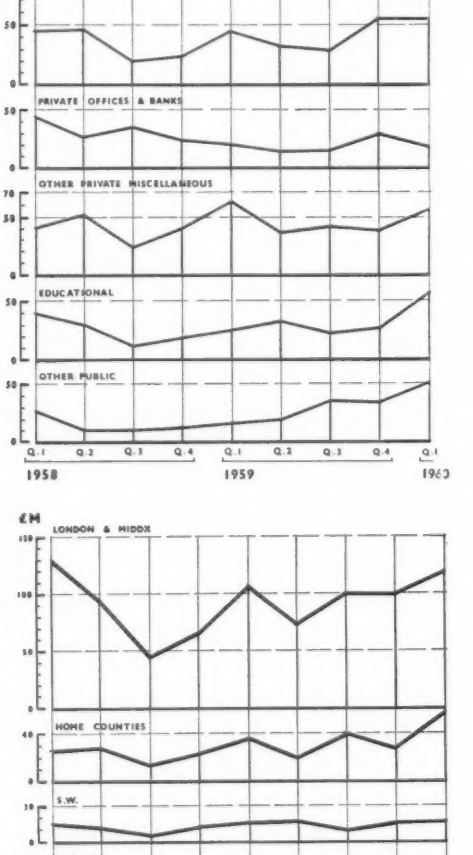


Fig. 2 Regional analysis of new commissions based on the location of the architect's office

Regional analysis

Figure 2 and table 3 show how the new work commissioned of private architects was distributed according to the regional location of the architect's office. These figures do not necessarily relate to the actual location of the proposed building work; for example, architects in London may be commissioned for work in other parts of the country, but all their work is included in the figure for the London and Middlesex region. Separate figures are shown this time for Scotland (by special request of the Minister of Works). The figures for Wales are included in the total for Great Britain but are not shown separately, because the small number of practices covered in the sample subject the results to a wide margin of error.

In all regions the value of new commissions in the first quarter of 1960 was higher than in the previous quarter and the corresponding quarter of 1959. The Midlands region and the Home Counties showed the largest increases compared with a year earlier. Compared with the fourth quarter of 1959 the value of new commissions coming to architects in the Home Counties was more than doubled.

Architects in the South-West region fared less well than those in other regions of England, showing only a small increase of 6 per cent compared with the previous quarter. New commissions coming to architects in Scotland were actually less than in the previous quarter, although greater than in the first quarter of 1959.

Table 3 New commissions for private architects analysed by region, based on the location of the architect's office

£ million

Region	1959				1960
	First quarter	Second quarter	Third quarter	Fourth quarter	First quarter
London and Middlesex	105	73	100	99	120
Home Counties	37	22	40	28	64
South Western	15	18	9	16	17
Midland	25	28	27	33	46
North Eastern	30	20	21	25	37
North Western	27	22	16	28	39
Total, England	239	183	213	229	323
Scotland	23	31	7	33	30
Total, Great Britain	267	222	225	270	361

Increase in the number of practices

Firms participating in the survey provided up-to-date figures of the staff employed by them at the end of 1959, from which an estimate has been made of the total architectural staff working in private practice at that time. The total number of private practices now approaches 3,100, an increase of 4 per cent over the number in practice in the middle of 1958. These practices were employing an architectural staff of more than 15,000, an increase also of 4 per cent. These practices are having to cope with a volume of work which has increased at a considerably faster rate. Many of them would like to take on additional assistants but the shortage of these is almost universally felt. The RIBA Appointments Department have on their books vacancies for over 300 assistants for private practices in London and the surrounding counties. There is thus a limited capacity at present for the quick expansion of architects' offices to meet the substantial increase in demand for new buildings that has taken place in recent months. This will tend to act as a brake on the progress of the work through the design stage, and thus to regulate to more moderate proportions the increase in the flow of work from the architect to the contractor.

JOAN MILNE,

Economic Research Department, RIBA

Final Report of the Constitutional Committee

Terms of reference

1. Our Committee was appointed by the Council on 8 July 1958 as a committee of Council. It was reappointed in July 1959, with the same personnel to ensure continuity in the work. Our terms of reference were:

(*a*) To review the constitution of Allied Societies in relation to the RIBA, including a survey of the current financial arrangements.

(*b*) To review the constitution of the RIBA Council in the light of the motion passed at the Annual General Meeting in May 1958, which requested the Council to initiate and prosecute such action as is necessary to ensure that:

(i) Honorary Officers, other than the President and Past Presidents who are directly elected, shall be appointed only from elected members of Council.
(ii) All members of Council who shall be entitled to vote shall be elected by postal ballot – this being organised in the case of regional representatives locally by the Allied Societies.

(*c*) To undertake a general review of the Bye-Laws.

Membership of the committee

2. We were appointed with the following membership:

A. W. Cleeve Barr [*A*]	E. D. Jefferiss Mathews [*F*]
Hubert Bennett [*F*]	J. H. Napper [*F*]
Denis Clarke Hall [*F*]	Thomas E. Scott [*F*]
Bernard H. Cox [*L*]	Richard H. Sheppard [*F*]
R. O. Foster [*F*]	John C. Stillman [*A*]
Norman H. Fowler [*F*]	T. H. Thoms [*F*]
Edward Holman [*F*]	Thurston M. Williams [*A*]
Arthur G. Ling [*F*]	L. Hugh Wilson [*A*]

Mr Cleeve Barr was elected Chairman of the Committee.

3. Mr Scott resigned from the Committee on account of ill-health in February 1960, and Mr James A. H. Mottram [*A*] was co-opted.

4. We have met on 25 occasions, including two joint sessions with the Presidents of Allied Societies, and other joint meetings with representatives of particular Societies.

Interim reports

5. In November 1958 and April 1959 we presented interim reports to the Council, and in December 1959 and February 1960 we presented reports of joint meetings with the Presidents of Allied Societies. These were noted and approved in principle by the Council as a basis for further work.

6. On 6 January 1959 we presented an Interim Provisional Report to a Special General Meeting at Portland Place. The Report was presented as a statement of work done to date, and as a means of obtaining the views of members on the preliminary conclusions expressed. This Report was also circulated to the Allied Societies at home and abroad for discussion at local meetings. Written comments from the Allied Societies were co-ordinated and studied by the Committee. A summary of the recommendations made in this early report is given in Appendix A.

The structure and finances of the Allied Societies

7. The structure and constitutions of the Allied Societies in England and Wales vary so widely that it is difficult to generalise about them. In Scotland the position is complicated by the fact that the Royal Incorporation of Architects in Scotland has its own Royal Charter while each of its six Chapters are individually Allied Societies of the RIBA. In Northern Ireland, which is an integral part of the United Kingdom, the Royal Society of Ulster Architects wish to be treated in all ways similarly to the English Allied Societies. The Royal Institute of the Architects of Ireland, however, wish to be treated similarly to Commonwealth Allied Societies overseas.

8. We started our review not from any preconceived notion of the desirability of uniformity but solely with a desire to make the two-way liaison between the RIBA Council and the provinces, through the medium of the Allied Societies, as effective and as truly representative as possible. There were also outstanding territorial problems and disputes concerning relationships between certain Societies which we were asked to examine, as well as the problem of financial allocations to Allied Societies from the RIBA.

9. We began by making a statistical analysis of the membership of Allied Societies, and published a table in our Interim Report (RIBA JOURNAL, December 1958). We estimated that of the 14,500 corporate members of the RIBA in the United Kingdom and Ireland, some 8,500 were members of their appropriate Allied Society. Some 3,500 were ineligible for Allied Society membership by virtue of their *Kalendar* address being in the London and Middlesex area. Thus in 1958 the Allied Societies in Great Britain had in membership some 77 per cent of the eligible corporate membership of the RIBA – a fact which we think reflects credit on the Societies and on the loyalty and enthusiasm of local members.

10. On the other hand, the proportion of RIBA members who join their local Society varies enormously from district to district, and is lowest in those Societies (Birmingham, Liverpool and Manchester) which also have the highest local subscriptions of their own. Of the 21 existing Allied Societies in England and Wales, 9 charge local subscriptions to RIBA members (additional to the rebate received from RIBA Headquarters), and 7 of these have permanent premises of their own (with library, club facilities etc.), supported by the local subscriptions.

11. In order to make the Societies fully representative of the RIBA in all parts of the country, as well as to simplify accounting and administrative procedures, we proposed in our Interim Report that all corporate members of the RIBA should automatically become members of their appropriate Allied Society without additional subscription. This proposal received widespread support – subject, however, to the qualification by most of those Societies in receipt of local subscriptions that they should not suffer financially thereby. Such Societies said that they would be unable to maintain their existing premises and facilities without local subscriptions, unless they were compensated by the RIBA. This raised the question of whether it would be right in principle for the RIBA to pay out additional sums, to certain Societies only, to support local activities which on account of geography could be enjoyed by only a minority of members. We were unable at this stage to resolve either the financial problems involved or those of equity. As a long-term aim, we are convinced, however, that the RIBA and the Allied Societies should work towards a closer integration, so that all members of the RIBA will, at some time, without additional subscription, become members of their appropriate local Society.

12. If one were to propose that local subscriptions in England and Wales should be abolished, and the central allocation of funds from the RIBA to the Allied Societies correspondingly increased, the additional sum involved would be of the order of £4,000 per annum. (Additionally, if all members in the provinces were immediately to join their appropriate Allied Society, the additional rebates, at present rates, would be of the order of £5,000.) The total financial rebates to Allied Societies at home and overseas at present amount to around £22,000 a year. (Great Britain £18,000; Overseas £4,000.)

13. In our interim proposals we suggested a block allocation system of rebates instead of a *per capita* one, and we investigated alternative systems, taking into account such factors as the minimum expenses of secretarial assistance and postage in a small Society, with varying additions for extra numbers, for geographical difficulties (numbers and sizes of local centres, sparsity of population and so on). We still favour a system of block allocations from the RIBA to the Allied Societies, instead of a *per capita* system, but we think this should be broadly based on the total number of RIBA members in each Society, modified only by special considerations as may be agreed from time to time by the Finance Committee. For example, a very small Society may require rather more financial aid per member than a large one. It might also be thought that a Home Counties Society, some of whose members regularly use the RIBA Headquarters at Portland Place, should receive slightly less per head than other Allied Societies.

14. The present system of *per capita* rebates involves the calculation, in respect of each Society, of the number of paid-up members in each category of membership (Fellows, Licentiates, Associates, Students, Retired categories and so on). This is administratively very complex, and has the further disadvantage that it is difficult to estimate the financial commitments of the RIBA for rebates to the Allied Societies for the years ahead. We recommend therefore that *per capita* rebates be replaced by a system of financial allocations to the Societies, which can be fixed in the financial estimates for, say, three years at a time. This matter we feel should now be left to the Finance Committee to agree with the Societies. In working out the amount of these financial allocations over the first few years, it is important, we consider, that the financial stability of individual Societies should be safeguarded. If a substantially higher proportion of RIBA members are to be enrolled in the Allied Societies it will also be necessary to budget for an increase in the total allocations to be made to them by the RIBA (Recommendation 3).

15. In regard to local finances, we further urge all those Societies who still charge additional local subscriptions to RIBA members to review their local organisation, and to study the means whereby other Societies manage to maintain excellent programmes of activities without local subscriptions. Some such Societies, without local subscriptions, have enrolled up to 90 per cent of RIBA members in their area in membership. At our meeting with the Allied Societies' Presidents in December 1959, support was expressed for the view that the recommendations of our Committee should be regarded as an important step towards the stage when all RIBA members would automatically become members of their local Society. This still remains the ultimate objective.

16. In regard to the conduct of local elections to the Allied Societies' Councils we have noted that this varies widely in practice between different Societies. In some Societies postal ballots are held. In others votes are taken by a show of hands at meetings which it may not be convenient or even possible for many members to attend. Some Societies proscribe the right of various categories of members to vote or to make nominations. We welcome the co-operation of the Presidents of the Allied Societies at our joint meeting on 7 December 1959, in agreeing to recommendations which will ensure that democratic procedures are locally observed and all members enjoy the privacy of a secret ballot (Recommendations 1 and 2).

17. We have reviewed several outstanding boundary disputes between certain Societies, and with their co-operation have arrived at certain definite conclusions (Recommendations 4 to 9). We also circulated all Allied Societies in England and Wales requesting them to advise us of any other outstanding territorial or boundary problems. Requests were received from several Societies asking that transfers of territory should be made between them and their neighbours, but their neighbours were unable to agree. In these circumstances we felt unable to make specific recommendations.

18. In the case of Manchester there are anomalies, in regard to finance and voting rights, as between the parent body and its associated societies which we think merit immediate review (Recommendation 7).

19. We discussed the request of certain members for the formation of a London and Middlesex Allied Society, but we found no evidence of any substantial number of members being in favour of this. From the point of view of branch activities it would tend to compete unfavourably with headquarters activities at Portland Place. From the electoral point of view we can see no particular regional outlook for architects in the metropolis which would not be well represented by candidates on the national list.

20. If our recommendations are accepted, it will follow that the Bye-Laws of all Allied Societies in the United Kingdom will require review. We suggest that this should be initiated by the RIBA Secretariat and that the opportunity should be taken to introduce a broad measure of co-ordination into the pattern of these local Bye-Laws.

The constitution of the RIBA Council

21. It was undoubtedly considered by a majority of the members attending the General Meeting in May 1958 that the Council was out of touch with and inadequately representative of the general body of members. If an organisation has a democratic constitution with regular and properly conducted elections we feel that its members have only themselves to blame if they fail to participate in the affairs of the Institute, locally or nationally, and to change their representatives on the Council if they disagree with the policy or lack of policy being expressed. It was with a view therefore to examining how to make the Council of the Institute as representative of the membership as possible and, at the same time, as effective a governing body as possible, that we began this part of our work. An analysis of the present constitution of the Council is given in Appendix B.

22. We considered at first the case put forward by some members that the Council should consist only of directly elected national candidates. While this had the virtue of simplicity, a majority of us felt that it would give undue prominence in the affairs of the Institute to the best known and most successful practitioners, particularly those in the capital, and that some counterweight to this was necessary. We discussed the possibility of limiting certain numbers of seats to particular categories of architects, but this we rejected, almost unanimously, on the grounds that it would lead to strife in the Council between opposing factions and to an increasing fragmentation of views and of effort, instead of the whole view, for which we were striving within our own Committee.

23. Some members were known to be in favour of a purely regional basis of election, possibly linked with proportional representation, by which the Council should be elected from geographical areas regardless of the boundaries of the Allied Societies. This we also rejected because of the local conflicts and duplication of interests which it would be bound to cause.

24. Given the proposal by the Allied Societies themselves that they would co-operate in adopting the postal ballot and the right of all members to participate fully in democratic local elections (to the extent that these are not already operative), we had little difficulty in arriving at our main constitutional conclusions (Recommendations 10 and 11).

25. A weakness of the present system of Allied Society representation on the Council is that, because they are committed to sending their Presidents, each Society changes its representative on the Council either annually or biennially. It is generally agreed that this is too short a term for any member of the RIBA Council to begin to make a real contribution to its work or, indeed, to become familiar with the scope of the work and the structure of committees and of the staff departments serving them. We recommend therefore a minimum period of service on the Council of three years. We appreciate that this will have the effect that the Allied Society representatives on the Council will not necessarily be their Presidents. A number of Allied Society Presidents have expressed the view that this, in itself, is a good thing, in that the work of President of a local Society is quite a big enough job in itself at one time. There may also be something in the view that the qualities required in an elected member on the Council of the RIBA are not necessarily identical with those required for the local Presidency (Recommendations 12 to 14).

26. At one stage of our work we devised a method whereby regional members would be elected to Council on the basis of one for every 400 Allied Society members. This proved very difficult to operate, however, owing to the variety of local circumstances. In certain widespread areas of the country the number of members in a Society is sometimes few, but the existence of the Society is well justified by its traditions and its activities. After discussion with the Allied Societies' Presidents we came to the conclusion that the most satisfactory basis for the election of regional members would be one per Society, plus additional representation in certain very special cases only (Recommendations 15 and 16). The only Societies, in our view, which at present justify additional representation are: (i) the South Eastern, (ii) Essex, Cambridge and Herts, and (iii) Birmingham and Five Counties. This is a matter, however, which is open to review by the Council from time to time. There is no imperative reason why the number of elected members in each region should be limited to the round figure of nine. If additional elected members are to be granted at any time to a particular region, however, we regard it as imperative that they shall be elected on a chapter or constituency basis within the region. The intention of this is to ensure that they reflect the views and interests of different towns, or local districts, within the Society's area, and conversely, that they maintain liaison from the RIBA Council with different parts of the region. Each of the three Societies mentioned above has undertaken to give effect to this intention, and the suggested constituency basis of their elections will be incorporated in Bye-Laws. In the case of the East Anglian Society of Architects it has been agreed with the President that the two Allied Societies concerned, the Norfolk and Norwich AA and the Suffolk AA, should because of their numbers have only one representative as at present.

27. At this point we should perhaps stress that although the intention of regionally elected members is to ensure that minority points of view and local interests are well represented in the RIBA Council, these members are not delegates in any mandatory sense. Every member of the Council, national or regional, should be free to express his own opinions, and to vote at Council meetings solely in accordance with his own conscience and his own judgment.

28. As regards members overseas, who now constitute some 20 per cent of the total RIBA membership, we think it is an anachronism that they should not have a vote in the choice of Council members, and we propose to remedy this (Recommendation 30). We considered further whether or not to recommend any organisational changes in the representation on the Council of Societies or individuals overseas, but could see no immediate solution in view of the distances involved, and the complexity of the various organisations concerned. On our interim recommendation the Council have referred to the new Commonwealth Conference Committee the problem of bringing about closer relations between the Council and overseas societies and individuals. A first Commonwealth preparatory conference is to be held in London later this year.

29. One of the Commonwealth Societies raised strong objections in principle to any change in the present Bye-Law 28(*g*), and in deference to their wishes we propose to leave it as it is. We recommend, however, that the Council should ask the Societies concerned that, whenever it is practicable and reasonable for them to do so, they should nominate as their deputy under this Bye-Law an elected member of Council (Recommendation 31).

30. Recommendation 24, which was adopted after a lengthy debate in Council on our Interim Report, involves a change of principle, which we think accords with the changing needs of the profession and of our time. We do not wish to denigrate in any way the Fellowship class. On the contrary, we have asked the Council to refer to an appropriate Committee the whole question of classes of membership with a view to strengthening the status and meaning of the various classes of membership. We feel, however, that these are essentially matters affecting education and practice. The conduct of the affairs of Council is a matter, we think, in which all members, regardless of status, should have an equal vote.

31. In principle, we feel that there should similarly be no restriction as to class of membership for appointment to the offices of Hon. Treasurer, Hon. Secretary, and Vice-President. To make a change in respect of the positions of the Hon. Secretary and the Vice-Presidents would, however, require making application for a supplemental Charter (the Hon. Treasurer is an appointment under the Bye-Laws). This, we are informed, is a much more complex operation than changing Bye-Laws. We therefore propose, if the Council accept our Report, that the intention to make these changes be noted in principle, and that when the next occasion occurs to make application for a supplemental Charter the intention be put into effect (Recommendation 28).

32. Other recommendations in regard to the constitution of the Council are largely consequent upon recommendations 10 and 11. In regard to the cessation of direct representation on the Council from the AA and the ABT (Recommendation 25(*c*) and (*d*)), which follows from the principles already enumerated, it is hoped that this will in no way prejudice the friendly relations and spirit of co-operation which exist between them and the RIBA. It is proposed that the Council should in future take care to invite representatives from the AA and the ABT to serve from time to time, on matters of common interest, on appropriate committees of the RIBA.

Bye-Law changes and procedure

33. It will be noted that recommendations 1 to 31 will require a number of changes in the Bye-Laws not only of the RIBA but also of the Allied Societies.

34. Recommendation 32 contains a brief synopsis of proposals for other changes in the Bye-Laws, which arise largely from the need to bring them up to date.

35. The whole of this report and our recommendations are drafted in plain English because we have been primarily concerned to establish matters of principle and because, for discussion purposes, the implications of our recommendations can be most clearly brought out in this way. It will be necessary for the Secretariat, however, once the Council have approved our report, to prepare a set of proposed amendments to the Bye-Laws, legally drafted, for resubmission to the Council

and for submission to two General Meetings to be held, in accordance with the Charter, 'not less than seven and not more than 28 days', one after the other.

36. It is hoped that it will be possible to give effect to the changes proposed in the constitution of the Council by the date of elections to be held in May 1961. A great deal of work has to be done, however, by the staff, including a review of the Bye-Laws of the Allied Societies, which in turn will require Council approval, and it may not be possible to give effect to the changes by this date (Recommendations 33 and 34).

37. We have received the greatest help and courtesy in our work from the Committee Secretary and the RIBA staff. We should like to express to them our sincere appreciation of their efforts and our thanks.

RECOMMENDATIONS

The Councils and the finances of the Allied Societies

1. That the Councils of Allied Societies in the United Kingdom shall be elected by postal ballot of the members of such Societies.

2. That nominations of candidates for election to the Council of Allied Societies in the United Kingdom shall be made by the Councils of such Societies or by any seven members of the Society.

3. That financial allocations from the RIBA to the Allied Societies be fixed in total for a period of three years at a time, and that within this total the allocation to each Society be fixed on a basis to be agreed, but related to the number of RIBA members of each Society.

Alterations to the boundaries of certain Allied Societies

4. That the North Wales AS should become an autonomous Allied Society independent of the Liverpool Society to which it is at present affiliated, subject to the approval by the RIBA Council of the rules of the Society. (The proposal was put forward by North Wales and has been agreed by Liverpool.)

5. That the North Staffordshire AA should cease to be affiliated to the Liverpool Society, but should become affiliated to the Manchester SA instead. (The North Staffs AA asked to secede from Liverpool, and have elected to be associated with Manchester. Both Liverpool and Manchester have agreed in principle – but see 9 below.)

6. That the Preston, Blackburn and District Society should become an autonomous Allied Society independent of the Manchester Society to which it is at present affiliated, subject to the approval by the RIBA Council of the rules of the Society. (The proposal was put forward by Preston and has been agreed by Manchester. Boundary revisions have also been agreed by Liverpool, Manchester and Preston.)

7. That the Manchester Society should review its constitution with the help of the RIBA Secretariat so that its affiliated societies (North Staffs, Burnley and Oldham) enjoy full privileges of membership, on the lines of the relationship between the parent society and the chapters in other Allied Societies throughout the country.

8. That the Wessex Federal Society be disbanded in accordance with the request of the three constituent bodies; the Bristol and Somerset SA, the Wilts and Dorset SA and Gloucestershire AA; each of which are already autonomous Allied Societies and each of which would in future return a regionally elected member to the RIBA Council.

9. That outstanding questions concerning local boundaries and other constitutional matters affecting Allied Societies should be dealt with by the Societies concerned in collaboration with the RIBA Secretariat and subject to approval in due course by the Council of the RIBA.

Constitution of the RIBA Council

10. That members of the RIBA Council shall be elected by postal ballot, in part nationally by the general body of members at home and overseas, and in part regionally through the Allied Societies in the United Kingdom; and that the number of *ad hoc* or *ex officio* members of Council should be kept to an absolute minimum in the interests of maintaining the basically elective character of the Council.

11. That the constitution of the Council shall be as follows:

Elected Officers	President	1
	Past Presidents	2
Ex officio or other officers	Vice-Presidents	2
	Chairman, Board of Arch. Education	1
Nationally Elected Members		33
Regionally Elected Members (England and Wales, Scotland and Ireland)		33
Total		72
Overseas (representatives in UK normally nominated from elected members)		(5)
Other Officers (appointed from elected members – two VPS, Hon. Secretary and Hon. Treasurer)		(4)

(See Appendix C for full details)

Length of service of Council members

12. That all elected members, both national and regional, shall serve for three years (with a maximum of six – subject to recommendation 27 below). If a regionally elected member changes his registered address to one outside his Society's area during his first or second year of office, a by-election shall be held to choose another member at the end of the session.

13. That in the case of nationally elected members one-third should retire each year giving rise to an annual election of 11 members.

14. That in the case of regionally elected members in England and Wales one-third of these should retire each year in groups of areas as set out in Appendix C, giving rise to annual elections of 9 members from each region in turn (i.e., each area returning 9 members has elections every third year).

Regionally elected members

15. That, as a general principle, there shall be one regionally elected member on the RIBA Council from the area of each Allied Society in England, Wales and N. Ireland.

16. (*a*) That, in exceptional cases only, and as the RIBA Council may from time to time determine, additional regionally elected members may be appointed where a Society has a very large membership and/or particularly difficult geographical conditions. In such cases each member shall be drawn from, and maintain liaison with, different chapters or constituencies within the area of the Society. All RIBA members shall have the right to vote within the Society area and shall have as many votes as there are members to be elected, and may vote for one candidate in each constituency area within the Society.

(*b*) In East Anglia, on account of numbers, there shall be only one member covering the area of the two Societies, as at present.

17. (*a*) That the qualifications for candidature for the RIBA Council as regionally elected member shall be:

(i) Corporate membership of the RIBA
and
(ii) Membership of appropriate Allied Society Council, or

a member who, having completed the maximum period of service on that Society's Council under the Rules of that Society is not eligible on that account for re-election to the Allied Society Council

and

(iii) Not less than twelve months' previous service on the Allied Society Council or on the Branch or Chapter Council or Committee at any time in the past.

(*b*) That the qualifications for membership of the RIBA Council as regionally elected member shall be:

(i) Corporate membership of the RIBA

(ii) Membership of the appropriate Allied Society Council.

(*c*) That Allied Societies in revising their Rules shall add a provision by which the regional representative or representatives on the RIBA Council during their term of office should become and remain *ex-officio* members of the Allied Society Council if they are not already serving thereon in any other capacity.

18. That regionally elected members shall be elected by the postal ballot of all RIBA corporate members (*F*, *A* or *L*) living or working within the area of an Allied Society and registered on the RIBA electoral roll in accordance with para. 34(*d*).

19. That a member shall have the right to register either one business or one residential address with the RIBA for electoral purposes, independently of the address given in the *Kalendar*. He shall, however, have the right to vote for a regionally elected member, or to stand as a regional candidate, only within the area of the Society in which his registered address occurs. To the extent that financial allocations to an Allied Society from the RIBA are related to the number of RIBA members in the Society (recommendation 3 above), the registered address shall determine, for this purpose, to which Society a member belongs (although any member may be at the same time a member of more than one Allied Society).

Conduct of elections

20. That the national and regional elections in England, Wales and N. Ireland shall be conducted simultaneously each year and organised from RIBA headquarters in Portland Place.

21. That candidates may not stand for election at the same time as both regional and national members.

22. That nominations for national candidates shall be made, as at present, by the RIBA Council or by any seven members (*F*, *A* or *L*) of the RIBA.

23. That nominations for candidates as regional members may be made by the Council of the local Allied Society or by any seven corporate members (*F*, *A* or *L*) of the RIBA whose registered addresses for electoral purposes are in the Society area.

No differentiation by class of membership

24. That in the election of both national and regional representatives there shall be no differentiation either by classes of membership or by categories of employment.

Ex-officio members and nominees of other Associations

25. (*a*) That the appointment of the Chairman of the RIBA Registration Committee as an *ex officio* member of Council be discontinued.

(*b*) That the Chairman of the Board of Architectural Education continue to be *ex officio* a member of Council.

(*c*) That direct representation of the Architectural Association on the Council be discontinued.

(*d*) That direct representation of the Association of Building Technicians on the Council be discontinued.

(Note: Direct representation on the Council of the Salaried and Official Architects Committee, by two members *ex officio*, was discontinued in 1959.)

Arrangements for officers

26. That arrangements for the nomination and election of the following officers continue as at present:

(*a*) President

(*b*) Two Past Presidents

(*c*) Two Vice-Presidents to be appointed from the elected members of Council.

(*d*) One Vice-President to be appointed not necessarily from the elected members of Council—such Vice-President, if not an elected member, to be *ex officio* a member of Council.

(*e*) The Chairman of the Allied Societies Conference to be *ex officio* a Vice-President and a member of Council.

27. That the Hon. Secretary and the Hon. Treasurer be appointed by the Council from the elected members, or from those who having completed a six-year term, would otherwise be debarred from service on the Council.

28. That there shall be no restriction as to class of membership for appointment to the office of Hon. Treasurer, but the Vice-Presidents and the Hon. Secretary shall be appointed from the class of Fellows, as at present, until an opportunity occurs to make application for a supplemental Charter.

Scotland and Ireland

29. (*a*) That three regionally elected members from Scotland shall each serve for three years and be elected by postal ballot conducted by the RIAS.

(*b*) That the President RIAS if a member of the RIBA be *ex officio* a member of the RIBA Council for the period of his office as President.

(*c*) That the one regionally elected member from Northern Ireland shall be elected and serve under the same terms and conditions as the regional members in England and Wales.

(*d*) That the representative of the Royal Institute of the Architects of Ireland (Irish Republic) be appointed by that body from amongst RIBA members who are members of the RIAI, it being understood that, as at present, he shall be the President, RIAI if eligible.

Overseas members

30. That all corporate members of the RIBA resident overseas shall have the right to vote for candidates on the national list in elections to the RIBA Council.

31. That the present arrangement whereby five overseas Societies appoint one representative each, with the right to have a deputy in the United Kingdom in the absence of the appointed representative, be continued; but that the Council should request these Societies to co-operate in the spirit of Recommendation 10 by selecting a deputy from among the elected members of Council wherever it is convenient and appropriate for them to do so. (Note: the Council have already referred to the new Commonwealth Committee the whole question of future relationships between overseas Societies and the RIBA Council.)

Other Bye-Law changes

32. In addition to changes in the Bye-Laws which will arise from our review of the Allied Societies and of the Constitution of the Council, we recommend the following changes to Bye-Laws which arise from the need to bring them up to date and into conformity with the changing needs of the RIBA and of the profession.

Bye-Law

3. The application forms of candidates for election to be signed by one Fellow and two other members instead of by three Fellows.

10. Simplification of the procedure for the scrutiny of applications for election to membership of the RIBA. Since the only qualification is now by examination, publication of the application in the JOURNAL is regarded as sufficient. Proposed deletion of additional requirement of sending the

application to the Allied Society in whose area the applicant has his address.

11. Similar simplification of procedure for election of members. Proposed deletion of requirement to send list of names to every member of Council and the Allied Societies separately, since this largely duplicates procedure laid down in Bye-Law 10. In future, list of candidates to be tabled at Council meetings.

14. Formal admission to be at a convenient General Meeting instead of at the first General Meeting at which the candidate is present.

15. Redefinition of conditions for transfer to Retired Members' class to conform to present policy. Definition to be:

> 'Any member who has reached the age of 55, has retired from practice and ceased to draw remuneration from architectural work.'

Deletion of amount of retired member's subscription leaving discretion for adjustment, as is the case with other RIBA subscriptions.

Introduction of obligation upon a retired member to apply for reinstatement if again taking up remunerated architectural work.

21. Period of grace for payment of arrears of subscription of defaulters to be four weeks from date of notification instead of 12 weeks.

23. There appears to be no written authority for the Code of Professional Conduct. Proposed amendment to read:

> 'Any Member or Student contravening the Declaration signed by him or contravening the Code of Professional Conduct, from time to time promulgated by the Council, or conducting himself in a manner, etc. . . .'

26.] Privileges of Subscribers and Students to be determined
27.] by the Council instead of by a 'resolution of the Royal Institute'.

37. Power to be given to the Council to vary the place and frequency of their meetings. Period of notice for convening an extraordinary meeting to be fourteen days instead of seven.

42. Annual Report to be for preceding Calendar Year and to go to every member instead of only those in the United Kingdom.

45. Limit of value of cheque not requiring countersignature by member of Council to be raised to £250.

46. Use of Common Seal to be attested by President, three Members of Council and Secretary or Deputy Secretary instead of by President, Honorary Secretary, two Members of Council and Secretary only.

51. Boards and Committees to be allowed to take public action and incur pecuniary responsibility if previously authorised by the Council.

52. Adjustment in time-table for preparing Annual Report (see Bye-Law 42).

54. Power to be given to the Council to hold General Meetings elsewhere than at the RIBA on due notice being given.

58. More discretion to be given to the Council in fixing the date of the Annual General Meeting.

59. Introduction of obligation on Council to call a Special General Meeting on the requisition of 100 Members with safeguard that powers of the Meeting shall not extend beyond obliging the Council to examine a subject and report back at a further General Meeting.

60. Introduction of powers for Council to take limited polls on subjects of interest restricted to any section of the membership. Introduction of obligation on Council to take postal referendum on demand by 200 members.

61. Extension of Council's power to hold conferences outside the United Kingdom.

64. No clear definition of 'ordinary meeting'. Drafting amendment by substituting 'General Meeting'.

75. Powers to admit as Associated Societies and to hold exhibitions in connection with those Societies, to cover any Society whose activities are associated with, or of interest to, the Profession of Architecture.

Procedure for implementing these Recommendations

33. That if the Council accept our report, the work of the Committee should be wound up.

34. That it be left to the Secretariat, with legal advice where necessary, to draft the necessary revisions to the Bye-Laws, and take such further action as may be necessary in order to implement our recommendations. Further action will include:

(*a*) The holding of Special General Meetings to approve changes to the Bye-Laws.

(*b*) The revision of the rules and in some cases articles of association of the Allied Societies.

(*c*) Settlement of outstanding boundary questions between certain Allied Societies.

(*d*) The setting up and maintenance of an address recording system independently of that published in the *Kalendar* whereby members can register the address they wish to use for electoral purposes, both in standing for and voting for regional membership of the RIBA Council. In addition, where a member is a member of an Allied Society, the Society shall be entitled to financial allocation in respect of him only if his registered address is in the Society's area.

(*e*) The preparation of the new voting arrangements for national and regional members of Council, and for overseas voters. A system will need to be evolved whereby the new constitution of the Council can be introduced by staggering the new arrangements over a three-year period.

(*f*) The finalising of arrangements under recommendation (3) above – through the Finance Committee and the Allied Societies concerned, and the sorting out of the equitable distribution of financial allocations within certain Societies, subject to Finance Committee and Council approval.

(*g*) Publication of this report – the timing of a general release to be such that the first publication appears in the RIBA JOURNAL.

The Report was approved by the Council at its meeting on 21 *June*, 1960

APPENDIX A

Summary of recommendations made in the Interim Provisional Report of the Committee and Presented to the Special General Meeting on 6 January 1959.

(1) In the United Kingdom membership of the appropriate provincial Allied Society to be automatic on corporate membership of the RIBA. Students, RIBA on election to become members of the appropriate Allied Society, but without voting powers in RIBA elections.
(2) Members of Council should be elected in part nationally by the general body of members both at home and overseas, and in part regionally in the United Kingdom through United Kingdom Allied Societies.
(3) National nominations should be drawn from the RIBA Council or made by any seven individual members as at present. Regional nominations should be drawn from the Allied Societies' Councils or made by any seven individual members in the appropriate area. Voting and the right of nomination should be restricted to corporate members of the RIBA.
(4) There should be no differentiation by classes of membership or categories of employment or occupation.
(5) All members of Council should serve for three years and should be elected by postal ballot.
(6) The Council should be no larger than it now is.
(7) The present provision by which a member of Council may not serve continuously for more than six years should be retained, subject to the provision set out at paragraph 3(*b*).

(8) The Chairmen of the Allied Societies' Conference to be *ex officio* a Vice-President, RIBA as at present.
(9) The two Vice-Presidents already members of Council to continue to be appointed by the Council as at present.
(10) The Council to retain the power to appoint a fourth Vice-President in special circumstances from outside the elected membership of the Council as at present.
(11) The Honorary Secretary and the Honorary Treasurer to be appointed by the Council from amongst elected members of Council or those who, having just completed a six-year term of office, would otherwise be debarred from service in the current year.
(12) In future, there should be no restriction as to the class of membership of Honorary Officers other than the President.

Appendix A is continued overleaf

APPENDIX B

Present Constitution of the RIBA Council

Distribution

(*a*) Elected by ballot of General Body resident in United Kingdom or Eire	Officers:		
	President	1	
	Past Presidents	2	
		—	3
	Members:		
	Fellows	9	
	Associates	9	
	Licentiates	3	
	'Ordinary Members' (irrespective of class)	9	
		—	30
(*b*) Appointed by Allied Societies in England		17	
Appointed by Allied Societies in Scotland		4	
Appointed by Allied Societies in Wales		1	
Appointed by Allied Societies in Ireland		2	
Appointed by Allied Societies Overseas		5*	
		—	29

Under the terms of the current Bye-laws the Allied Societies appoint their Presidents as their representatives.

(*c*) Appointed by Other Bodies:		
A.A.	1	
A.B.T.	1	
Allied Societies' Conference (*ex officio* Vice-President)	1	
	—	3
(*d*) Appointed by Boards or Committees:		
Board of Architectural Education	1	
RIBA Registration Committee	1	
Salaried and Official Architects' Committee	2	
	—	4
(*e*) Appointed by the Council:		
Vice President	1	
Hon. Secretary	1	
Hon. Treasurer	1	
	—	3
		72

Summary of Elected and non-elected

Elected by ballot	33 (46·0%)
Appointed by other bodies	31 (43·0%)
Appointed by Council	3 (4·0%)
Ex officio	5 (7·0%)

Summary by Classes of Membership

Must be Fellows	15 (21·0%)
Must be Associates	9 (13·0%)
Must be Licentiates	3 (4·0%)
Any Class	44 (61·0%)
Fellow or Associate	1 (1·0%)

Summary by Regions, etc.

Representing Geographical Areas	29 (40·0%)
Elected by General Body (United Kingdom)	33 (46·0%)
Appointed by other Bodies, Committees, Council, etc.	10 (14·0%)

* With deputies in the United Kingdom.

APPENDIX C

Constitution of the Council

Elected Officers	President		1
	Past-Presidents		2
*Ex Officio or other Officers**	Vice-Presidents: (Two from elected members) One not necessarily from the elected members; One (*ex officio*) as Chairman of the Allied Societies' Conference		2
	Chairman, Board of Architectural Education (*ex officio*)		1
Nationally Elected Members			33
Regionally Elected Members:			
Northern Area	Northern AA	1	
	Sheffield, South Yorks SA	1	
	West Yorks SA	1	
	Yorks and East Yorks AS	1	
	Notts, Derby and Lincs SA	1	
	Liverpool AS	1	
	Manchester SA	1	
	Preston SA	1	
	Leicestershire and Rutland SA	1	
		9	
Western and Midlands Area	North Wales AS	1	
	South Wales IA	1	
	Birmingham and Five Counties AA	2	
	Devon and Cornwall SA	1	
	Hants and IOW AA	1	
	Bristol and Somerset SA	1	
	Wilts and Dorset SA	1	
	Gloucestershire AA	1	
		9	
Eastern and Southern Area	South-Eastern SA	4	
	Berks, Bucks and Oxon AA	1	
	East Anglian SA	1	
	Essex, Cambs and Herts SA	2	
	Northants, Beds and Hunts SA	1	
		9	
Scotland	Four representatives (three of whom shall be elected by the six Allied Societies in Scotland, one to be President RIAS (*ex officio*))		4
Ireland	Two representatives (one to be elected by the RSUA on the same basis as other Societies in the UK, one to be President of the RIAI (*ex officio*))		2
Overseas Members	All overseas members are now to be enfranchised. Additionally the following overseas Societies will continue to have the right to appoint one representative each on the Council (subject to the arrangement suggested in Recommendation 31). Royal Architectural Institute of Canada; New Zealand Institute of Architects; Indian Institute of Architects; Institute of South African Architects; Royal Australian Institute of Architects		33 / 5
			77

Summary of Elected and non-elected

Elected by ballot	67 (87·0%)
Appointed by other bodies or *ex officio*	9 (12·0%)
Appointed by Council	1 (1·0%)

Summary by Classes of Membership

Must be Fellows	8 (10·0%)
Any class	69 (90·0%)

Summary by Regions, etc.

Representing Geographical Areas	38 (49·0%)
Elected by General Body	36 (47·0%)
Appointed or *ex officio*	3 (4·0%)

* *Note.*—The Officers will additionally include two Vice-Presidents and the Hon. Secretary, and the Hon. Treasurer, who will be appointed by the Council from the elected members.

Appendix A continued

(13) The representatives of the Architectural Association on the Council to be continued under the same conditions as at present.

(14) The representation of the Association of Building Technicians on the Council to be discontinued.

(15) The representation of the Salaried and Official Architects' Committee by two members on the Council to be discontinued.

(16) The Chairman of the RIBA, Registration Committee and the Board of Architectural Education to continue to be *ex officio* members of Council; the former appointment not to be restricted by class of membership, but the latter to remain restricted to the class of Fellows.

(17) No other *ex officio* appointments to be made to the Council.

(18) All corporate members, RIBA resident overseas to have a vote in the national section of the Council election.

(19) The Institute should work towards a federal relationship with the Commonwealth Allied Societies and should try to evolve some form of Federal Consultative Council.

(20) In the meantime, the existing provisions be continued by which the five senior Allied Societies overseas appoint their Presidents as members of the RIBA Council with deputies in the United Kingdom, but with the modification that these deputies be selected only from already elected members of Council.

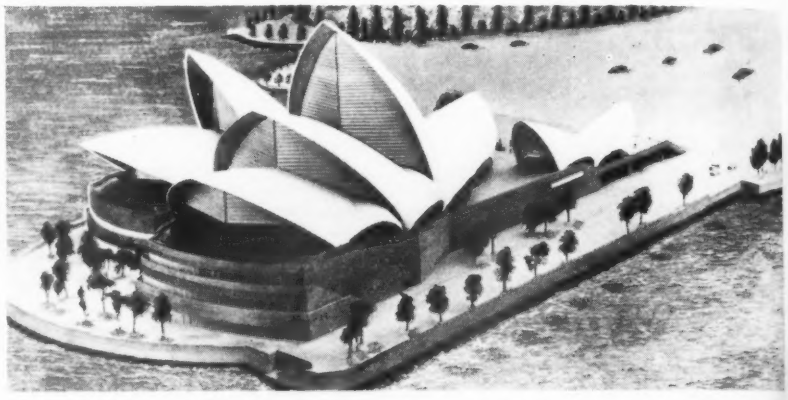
(21) A Commonwealth and Overseas Committee to be formed to watch the interests of overseas Allied Societies and to consider further development of the principles of a Federal Council. Representatives of overseas Societies who may be visiting the United Kingdom should be invited to take part in the meetings of this Committee.

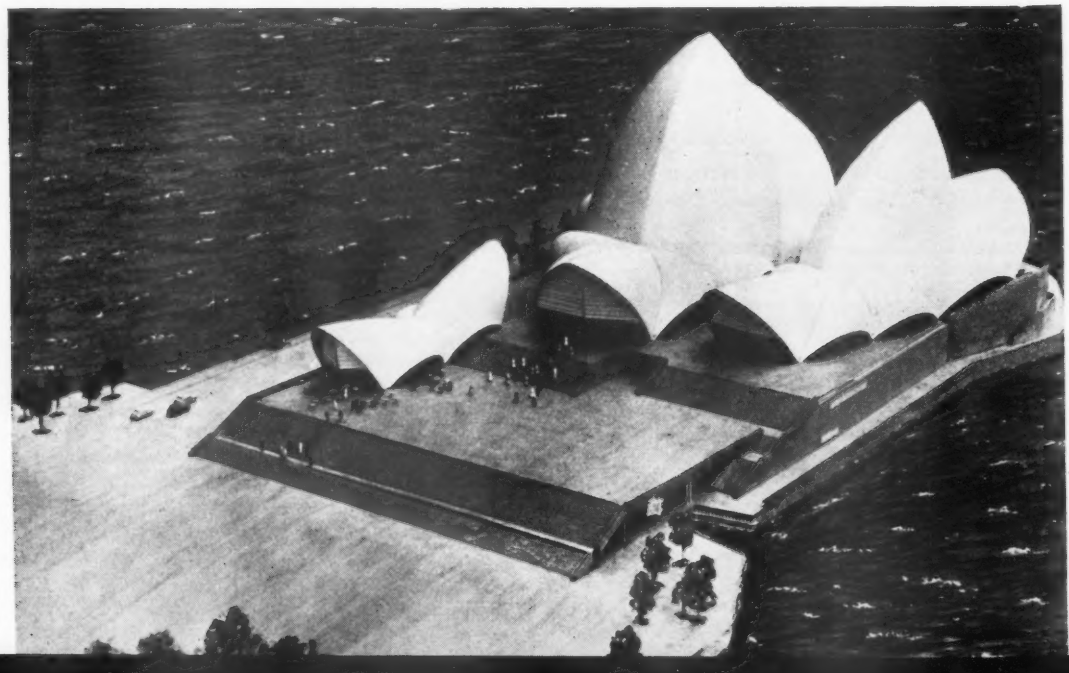
Australia Builds

An exhibition with the title 'Architecture in Australia' was shown at the RIBA in 1956. The great advances since then were to be appreciated from an exhibition of photographs and models, 'Australia Builds', which was on view last month at the offices of Qantas Airways.

It was organised by the NSW chapter of the RAIA Public Relations Committee, Chairman, G. M. Thorp [A] of Peddle, Thorp and Walker, Sydney.

The exhibition included photographs of the latest work, much of it of great interest, but particularly exciting was the model of the winning design for the Sydney Opera House by Joern Utzon, illustrated on this page. This has since been modified, and in the opinion of Mr Ove Arup, the structural engineer for the building, the beauty of the shell forms has been enhanced now that they have been mathematically determined. The foundation work is nearing completion and the opera house should be ready by the end of 1963.





The RIBA London Architecture Bronze Medal for 1959 was awarded to the Architect's Department of the London County Council for the Tall Blocks on their Alton West Estate, Wandsworth
12-storey point blocks, West and South elevations

View of the site from the South-East. Alton West on the left

Photo: Aerofilms Limited

Alton (West) Estate, Roehampton Lane, SW 15

This is the second occasion on which the Architect's Department of the London County Council has been awarded the RIBA London Architecture Bronze Medal, as they received it in 1954 for the Ackroydon Estate, also in Wandsworth.

The award for 1959 is for the 11- and 12-storey blocks of maisonettes and flats on the 100-acre site lying between Roehampton Lane and Richmond Park, one of the largest of the L.C.C.'s post-war housing schemes and one of the largest in Europe.

This magnificent site, undulating and well treed, provided an opportunity to create a contrast between natural landscape and groups of high blocks of geometrical simplicity—fifteen 12-storey 'point' blocks in two groups and a single group of five 11-storey 'slab' blocks of maisonettes in echelon. In effect the people live in a park. A Community Centre is to be built in a central position.

Architect to the L.C.C.: Prof. Sir Leslie Martin [*F*] succeeded by Hubert Bennett [*F*].
Deputy Architect: F. G. West [*F*].
Principal Housing Architect: H. J. Whitfield Lewis [*F*], succeeded by Kenneth J. Campbell [*A*].
Assistant Housing Architect: M. C. L. Powell [*A*], succeeded by A. W. Cleeve Barr [*A*], now J. Whittle [*A*].
Design Team: Colin Lucas [*F*], section leader. G. F. Bailey [*A*], John Partridge [*A*], W. G. Howell [*A*], J. A. W. Killick [*A*], S. F. Amis [*A*], M. C. D. Richmond [*A*], J. R. Galley [*A*], and R. Stout [*A*].
Senior Planning Officer: A. G. Ling [*F*], succeeded by L. W. Lane, MTPI.
Structural Engineering Consultant: Major W. V. Zinn, MICE.
Landscaping: L. Studdart, FILA, Chief Officer, Parks.
General Contractor: Messrs. Wates Limited.

12-storey blocks

View from Richmond Park

Practice Notes

Edited by Charles Woodward [*A*]

IN PARLIAMENT

Carlton Gardens, SW1 (Redevelopment). Mr K. Robinson asked the Chancellor of the Exchequer whether the Crown Estate Commissioners have communicated to him their plans for the redevelopment of Carlton Gardens, SW1; and the nature of the proposals.

Mr Amory: The Crown Estate Commissioners have informed me that they are considering a scheme for redevelopment on the sites of Nos. 5, 6 and 7, Carlton Gardens by the erection of a new building to contain offices and flats.

Mr Robinson: Why is it that a redevelopment in London always seems to involve the demolition of our most attractive buildings? These buildings are part of Nash's great scheme, much of which has already disappeared. Will the right hon. Gentleman use his influence with the Commissioners, who have already shown themselves sensitive to public opinion about his Regent's Park Terraces, to get them to think again?

Mr Amory: I agree generally with what the hon. Gentleman has said, but these buildings are not on the list of those which would have been scheduled as being of historic or architectural interest had they not been Crown property. Other buildings in the vicinity are on the list, but not these particular ones.

The drawings of the redevelopment are being submitted to the Fine Art Commission and, after that, to the London County Council as planning authority. The Crown Estate trustees will not take any action until they receive reports from both those bodies. (17 May 1960.)

Local Government. Euston Station (Great Hall). Mr Wyatt asked the Minister of Housing and Local Government and Minister for Welsh Affairs whether he will place a preservation order on the various buildings at Euston Station which the British Transport Commission have served notice that they intend to demolish.

Sir K. Joseph: The London County Council has expert advice that the Great Hall at Euston Station prevents full advantage being taken of the Euston main line electrification. My right hon. Friend does not therefore feel justified in intervening, though he regrets the loss of the Hall. The experts advised that the Doric Arch must be moved but could be re-erected elsewhere on the site. The London County Council is in touch with the British Transport Commission on this and my right hon. Friend has asked to be kept informed. (May 17 1960.)

ROYAL INSTITUTION OF CHARTERED SURVEYORS

In the May issue of the Royal Institution's Journal there is an interesting reference to section 37 of the Town and Country Planning Act, 1959. This section requires a certificate as defined in the section where application is made for planning permission.

Certain county districts were requiring a certificate where an outline application was made and a further certificate when details were submitted at a later date. The Royal Institution's Parliamentary Committee came to the conclusion that such an interpretation of the law by a local planning authority was erroneous as applications subsequent to the granting of outline permission were not 'applications for planning permission' but were 'applications for approval of the details'.

The Royal Institution then consulted the Ministry of Housing and Local Government who agreed that a certificate under section 37 of the Act was not required when approval of details was being sought subsequently to the granting of outline permission.

The Minister is reluctant to issue a general circular to local planning authorities on this subject unless there is reason to suppose that quite a number of authorities are acting on a view of the law which is regarded as mistaken, but he is quite prepared to take the point up with individual authorities if the need arises. (By the courtesy of the Editor of *The Chartered Surveyor*.)

HEATING, VENTILATING AND DOMESTIC ENGINEERING WORK

Daywork Charges 1960–61. The text of the Agreement on these Daywork Charges can be obtained from the Royal Institution of Chartered Surveyors, 12 Great George Street, London, SW1, price 3*d*. and has been made between the RICS and the Association of Heating, Ventilating and Domestic Engineering Employers and is recommended for use, in the absence of any other agreement as to daywork, as from 1 January 1960, and will remain in force for contracts placed up to and including 31 December 1961.

A similar agreement has been concluded between the Scottish Branch and the Association for 1960–61. Condition 9(c)(iii) of the RIBA Form of Contract may apply in respect of these daywork charges.

FARM IMPROVEMENT SCHEME

On 7 June, regulations came into force prescribing new standard costs for certain improvements carried out under the Farm Improvement Scheme and under the Hill Farming and Livestock Rearing Acts. The new regulations, which replace those made in September 1959, prescribe higher standard costs for a number of items. The opportunity has also been taken to make a number of minor amendments. The regulations apply to works approved on and after 7 June.

Leaflets, setting out the new standard costs in full, can be obtained from the local offices of the Ministry of Agriculture, Fisheries and Food, the Department of Agriculture and Fisheries for Scotland, and the Ministry of Agriculture for Northern Ireland.

Apart from a number of increases in the standard costs, including dairies, milking parlours, cowhouses, walling and concreting, the principal changes are:

(a) Standard costs are specified for the first time for a suspended floor and a guard-rail or hand-rail;

(b) New standard costs are specified for a general purpose building and for a liquid manure tank and cover;

(c) A new, slightly lower, standard cost is being specified for pole barns (i.e. barns with stanchions of round wood);

(d) The provision for fees for professional advice or assistance has been amended to specify a 5 per cent addition to the standard cost for a wholly prefabricated building other than a Dutch barn or an implement shed.

Copies of the New Regulations – the Farm Improvements (Standard Costs) Regulations, 1960 (S.I. 1960, No.931) and the Livestock Rearing Land Improvement Grants (Standard Costs) Regulations, 1960 (S.I. 1960, No.930) – are obtainable from HMSO price 1*s*. (by post 1*s*. 2*d*.).

MINISTRY OF HOUSING AND LOCAL GOVERNMENT

Local Employment Act, 1960. Control of Industrial Development. Circular 32/60 dated 16 May refers to the provisions of this Act which came into operation on 1 April and calls attention to the amendments of the Town and Country Planning Act, 1947. Certain planning applications relating to changes of use, as well as to buildings, will need to be accompanied by industrial development certificates if the change is such as will make the building an industrial building as defined in section 21 of the Act.

Section 19 of the Act requires a certificate for the extension of an industrial building only if the extension, considered in isolation and not as part of the building of which it is to be an extension, would be an industrial building. The sub-section of section 19 makes an industrial certificate necessary for any proposed industrial development if the result of carrying it out would be that the total floor space comprised in that development would exceed 5,000 sq. ft. including any other industrial development in the same group which has either been carried out or been sanctioned by the planning authority since the commencement of the new Act. The sub-sections set out developments not to be taken into account in calculating the total area of 5,000 sq. ft. Any group of contiguous or adjacent buildings used as parts of a single undertaking have to be looked at as a whole. No development carried out or for which permission has been granted to the issue of the last industrial development certificate to an undertaking is to be taken into account when a further development of not more than 5,000 sq. ft. is undertaken. Section 26 of this Act extends the operation of section 59 of the Town and Country Act, 1954 to applications relating to development of a kind (e.g. change of use) which would now require an industrial development certificate but previously did not.

The Circular is obtainable at HMSO price 4*d*. net.

Circular 30/60 refers to the rehabilitation of derelict, neglected or unsightly land and to water and sewerage schemes. The Local

Employment Act, 1960, enables the Minister to make grants to local authorities for the rehabilitation of land in development districts which is derelict, neglected or unsightly and the Circular sets out the conditions applying to such grants. It is obtainable at HMSO price 3*d.* net.

New Houses in the Country. Circular 26/60 refers to a booklet published by the Ministry explaining in outline the policy on which the Minister bases his consideration of appeals in relation to the building of houses in rural areas. The booklet is limited to proposals for single houses and very small groups of houses, and does not deal with large scale development. It supersedes the 'Notes on the Siting of Houses in Country Districts' published in 1950. It may be that the booklet can be obtained from the offices of the local planning authority.

DEPARTMENT OF HEALTH FOR SCOTLAND

Town and Country Planning (Scotland) Acts, 1947 to 1959. The Secretary of State for Scotland has issued Circular 40/1960 to local planning authorities inviting their attention to green belts and to the continuing importance of checking the spread of built-up areas and of safeguarding the countryside against avoidable encroachment.

The Circular is obtainable from the Department of Health, St Andrew's House, Edinburgh 1.

PLANNING APPEAL

Internal soil and vent pipes. This case was an appeal against a condition that soil and vent pipes should be placed internally in the building wherever practicable in a residential development in the Epping and Ongar district.

In dismissing the appeal the Minister agreed with the Council that external soil and vent pipes can be unsightly and thinks that as a general rule they are better placed within the buildings. In the present case they are particularly prominent in the dwellings of types D and E. In the circumstances the Minister does not consider the condition unreasonable and has decided to dismiss the appeal. (*Journal of Planning and Property Law*, June 1960.)

LAW CASE

Car Park. Rating. City of London Real Property Co. Ltd. v. Valuation Officer. A forecourt attached to an office block of buildings in the City of London and provided by the owners for the use of their tenants without charge, was held to be in beneficial occupation of the car park by the owners of the block of buildings, ratable value £55. (THE ESTATES GAZETTE, 12 March 1960.)

Correspondence

Comparison of Professional Incomes

The Editor, RIBA JOURNAL

Dear Sir, – The result of the 'Comparison of Professional Incomes' is not surprising. Some years ago as Head of the Architects' Department of a commercial firm I appeared before the Salaried Architects' Committee to seek advice as to the salary members of my staff should receive – in those days 12 in number, now 21. Imagine my surprise when the first question I was asked was the size of the office – apparently salaries were related to this – large, medium or small. No mention was made of the work done or sphere of responsibility. I left in disgust feeling completely frustrated, without any help for my future discussion on salary revisions.

Yours faithfully,

IVAN F. ROBERTS [*F*]

Dear Sir, – It is not Society but the Profession itself which has placed a low value on its services.

The great capacity of the Profession for telling *itself* of its own high regard for its works – and its impoverished place in Society – is not matched, unfortunately, by an equal aptitude for persuading Society of its beliefs and value.

Seemingly the Profession is equally unable to provide itself with leadership capable of persuading Society of its value, or with a following that is united, single-minded and determined in the manner of any body of men with strong convictions and justifiable beliefs.

If these conclusions are to be regarded as inaccurate then one must ask why Society places such a high value on certain other services it enjoys – 'Entertainment' for instance – or face up to the fact that Society at large has a natural habit of rewarding least those it needs the most, i.e. those who satisfy its most fundamental needs. If so, there is no way out. If not, the way is quite clear. Always has been. Only needs taking.

Yours faithfully,

G. PRESTON-WICKS [*A*]

Proposed Tour of South America

Dear Sir, – The idea that the Institute should arrange a series of architectural tours is, of course, an excellent one, but to include Rio, Brasilia and then return via Mexico City, Miami and New York makes it obvious that again the hierarchy of Portland Place have still no idea how the rest of us live. The cost of such a trip must be astronomical and could clearly only be attended by relatively few of the profession.

On the other hand, many members I am sure will welcome the chance of tours costing up to, say, £75 all-in.

George Drysdale many years ago referred to what he described as the 'Nabobs of Portland Place' – he seems to have been prophetic.

Yours faithfully,

FREDERICK HILL [*F*]

To What End?

Sir, – If 'architecture is the mirror of the ages', how can we hope to improve our architecture and environment in general merely as specialists unless we are satisfied that all is well with our society? Certainly Mr Allen, in his address which was so admirable within its far-too-restricted terms of reference, is right to call for greater co-operation between the professions and between scientists, industrialists and professional people. But to what end? Mr Allen defines the end as the organisation 'for collective action on behalf of the community'. That could mean anything – or nothing. Action for what purpose?

Over-specialisation – atomisation – is the curse of our age and we badly need among the professions much more open, honest, fearless and critical discussion about the broad human issues. We dare not any longer leave our destinies in the hands of that profession whose activities are evidently based neither on learning nor ethics – the politicians. These men, in the last analysis, are merely puppets themselves in the hands of a permanent, unelected, unrepresentative and self-appointed oligarchy which continues to wield hidden power without responsibility, basing its aims not only on self-interest but on unquestioned moral premises which can be shown to be false, ambivalent and destructive. Does not our environment reflect such a situation, however brilliant our architects may be?

Yours faithfully,

ERIC DE MARÉ [*A*]

The New Format of the Journal

Dear Sir, – It seems to me that in the flood of criticisms resulting from the publication of the revised JOURNAL and *Kalendar*, a letter of congratulation is long overdue.

I have yet to read a critic's letter which suggests any alternative solutions to what I feel is a very welcome step forward on the part of the RIBA. The members who presumably advocate improvement of contemporary design appear to wish their Institute to remain in the dusty archives of the past.

Surely, whatever may be said of the recent reforms, the new JOURNAL is a vast improvement on the old; the new *Kalendar*, even though a 'floppy copy', is far preferable to the old bulky edition.

The replacement of these, and the general improvement in other RIBA literature, must bring a sigh of relief from the younger hearted members of the profession at least.

I suggest that back numbers of the JOURNAL and the *Kalendar* be sold to the wealthier medical profession for use in their waiting rooms, in company with all those Victorian editions of *Punch* etc.

Bravo, RIBA!

Yours faithfully,

WILFRED J. DYSON [*Student*]

Dear Sir, – I protest strongly against the change of size and appearance of the JOURNAL. The only reason appears to be that having made the *Kalendar* inconvenient the JOURNAL must now conform to the *Kalendar*. But the former moderate size was right from every point of view. I recall, as an old librarian, how conveniently the bound RIBA JOURNALS fitted on normal shelves and showed their identity in a dignified useful series. I will pass over the increase of vulgar leaded type, the general spot dazzle of the modern page, the large gossip photographs occupying valuable page space, the absence of plans, the guessing which captions belong to which illustrations. These things we now have to put up with

everywhere in modern typography – the irrational for fashion's sake. But the conversion of the RIBA coat of arms from Gill's fine design to the miserable thing placed out of centre on a black funereal square is a real decline. At least let us retain Gill's symbol with its Attic elegance. On London hoardings enlarged, amid the dust and din, it makes a real assertion of good design. And is the omission of the RIBA motto deliberate? If so I would like to reaffirm it. We have a Royal Charter in virtue of which we exist for a purpose; it is first for the service of citizens and the making beautiful of cities. It is not first for the service of machines and the cheapening of cities. Also, since we are a Royal Institute, we ought to make it our duty to maintain some standards of educated taste.

Yours faithfully,

H. BAGENAL [*F*]

Dear Sir, – I would like to take the opportunity of expressing the view that the new format for the JOURNAL is not as satisfactory as the old. The cover is quite indistinguishable from a trade journal, and the margins are too small, the reading matter appearing uncomfortably cramped.

Yours sincerely,

MISS J. ALBERY [*A*]

Dear Sir, – I can actually get at the JOURNAL without shredding the wrapper – and the cover! Wonderful! And the contents even look interesting – I must read it.

Sincere congratulations.

Yours truly,

MICHAEL BAYLEY [*A*]

Dear Sir, – The layout, the relationships between forms and tones and the lettering on the cover of the current issue of the JOURNAL seem to me to be inexpressive, mean and 'common' and I am shocked that a distinguished journal for which I have much respect and affection should be so unworthily clad.

Yours faithfully,

NIALL MONTGOMERY [*A*]

Dear Sir, – It was a pleasant surprise to be met by a fresher-looking cover to the JOURNAL, but quite a disappointment to find that some of the contents still resemble the transactions of a 19th-century Literary and Philosophical Society.

Architecture doesn't *have* to be presented so stuffily, as one or two other architectural publications testify.

Yours faithfully,

F. HAYES [*L*]
G. K. LANGHAM [*A*]
J. H. CHADWICK [*A*]

Dear Sir, – I see with pleasure the new Face Cover of the RIBA JOURNAL, but I miss the emblem of the Institute, which used at one time to appear. I just wondered whether it might not be acceptable to reinstate beneath the letters 'RIBA' upon the Cover, the column and supporters which has come to be regarded as the emblem of the Institute.

Yours sincerely,

H. GIBBERD [*A*]

The Magdalen Street Experiment

Dear Sir, – Leaflets describing the Magdalen Street experiment in Norwich have been widely distributed by the Civic Trust, in the hope that similar schemes will be carried out in other towns. It is therefore of the utmost importance that architects should study Magdalen Street with care, so that not only may its good points be copied, but also its mistakes avoided.

There would be few, if any, who would have anything but praise for the general idea of tidying up and redecorating our streets in accordance with a co-ordinated plan. It is disturbing to find, however, that some of the individual buildings in Magdalen Street have suffered a lamentable loss of character – the more so as it would seem to be the older and more interesting buildings that have come off worst. The most disastrous treatment of all is that which has been meted out to the *King's Head*, but I must leave it to your readers to look for themselves at the 'before and after' photographs and make their own judgments as to which buildings are improved, which made worse, and which merely altered. This is a field in which the enthusiasm of the contemporary design consultant can all too easily lead him astray.

The new street furniture, also, is by no means beyond reproach. The new bus stop barriers, for instance, looking for all the world like abandoned bed-heads, are to my eye far more offensive than the tubular railings they replaced.

In conclusion may I touch on a matter that is perhaps rather one of professional ethics than aesthetics? The treatment of Barclays Bank raises the question how far one may legitimately go in tampering with another man's design. The President, on a memorable occasion, took to task the Planning Committees who tell an architect to take away the Pain d'Écrevisse Sauce Cardinal he has prepared and substitute Fish and Chips. On the same analogy, when a man has cooked a good dish of Fish and Chips, is it justifiable for someone else to 'improve' it by pouring chocolate cream sauce over it?

Yours faithfully,

NOEL BRANDON-JONES [*A*]

Report of the Committee on Architectural Education

Dear Sir, – In the April JOURNAL the Chairman of the Board of Architectural Education in reference to part-time education said:

'The "strait-jacket" of Testimonies of Study can be shed in any School that can show evidence of an organised course.'

On enquiry, I am informed by the Secretary to the Board that only schools providing full-time courses can be granted this concession.

Is the Chairman aware of this?

Yours faithfully,

ALAN MILLER [*F*]

Dear Sir, – It seems that the problem of producing more and more efficient Architects will not be solved by expecting greater and greater mental capacity in individuals.

It seems that a breaking-down of the profession *within* the profession is called for.

To expect an individual to have sufficient knowledge in all the various branches of the profession after five, six or even eight years of academic training – sufficient to meet the stringent demands of contemporary society – is quite unrealistic. The result can only be (and will continue to be, with ever-expanding technology, planning requirements, etc. etc.) the production of Architects unable to master any one of these various branches – the very basis of inefficiency.

I feel that a 'Specialist Architectural Assistant' (or Technician) is an urgent necessity; so that within an Architect's office there will be Specialists in every field. . . . Specialist Structural Engineering Assistant, Sanitary Engineering Assistants, Quantity Surveying, Electrical Engineering, even Specialist Planning Assistants and various other Specialist Assistants as the need arises. In that way an Architect's Office would be able to deal with all but the largest schemes, with true efficiency, and all the various branches of the profession would be under the direct control of the Architect.

I use the term 'branches of the profession' to mean: Design; Planning; Building Construction; Structural Engineering; Quantity Surveying; Heating and Ventilation Engineering; Sanitary Engineering, etc. etc.

I feel that these Specialists could be trained from Intermediate level. That is to say: a common training up to Intermediate level (as at present), then two or three years' training in the specialist field, whereupon they would be Qualified Technical Assistants. To become an Architect then would be what the name implies: a Master of all trades, and this would be possible of achievement only after many years of practical training and experience.

With such a structure there would be no danger (as at present) of the public being misled into expecting every Architect to know all about everything connected with building. An 'Architect' *would* know all about building – or just about. An Architectural Technician would know about his specialist branch of Architecture.

Yours faithfully,

V. FRANCO [*Student*]

ABS Raffle

Dear Sir, – Many members of the RIBA and perhaps others will have received tickets for the raffle to be drawn at the Architects' Benevolent Society's Summer Ball. Whilst supporting whole-heartedly the cause of the ABS I and my office disapprove of the letter accompanying the tickets bearing the letter head of Gollins, Melvin, Ward and Partners and of the tickets themselves, each having Mr James Melvin's name upon them.

I would have thought that the Architects' Benevolent Society was an adequate title without associating both it and the RIBA with a firm of practising architects.

Yours truly,

JOHN BICKERDIKE [*A*]

Mr Bickerdike particularly wished his letter to be published, and the explanation is that the ABS Raffle Committee members agreed to save the ABS time and money by sending out tickets themselves from their own offices. It just so happened that Mr Bickerdike's tickets were sent out by Gollins, Melvin, Ward and Partners. The wording 'Promoted by James Melvin, Royal Institute of British Architects, etc.' appears on the tickets in accordance with the Gaming and Lotteries Act 1956, under which one person has to take responsibility; Mr Melvin is the chairman of the Raffle Committee. – *Ed.*

Diary of Events

MONDAY 11 JULY to FRIDAY 15 JULY. RIBA Hospitals Course.

MONDAY 11 JULY to SATURDAY 23 JULY. Hospital Design and Building Exhibition. Monday to Friday 10 a.m. to 7 p.m., Saturday 10 a.m. to 5 p.m.

SATURDAY 30 JULY to WEDNESDAY 31 AUGUST inclusive. RIBA Reference Library closed. Loan Library open 12 noon–2 p.m., Saturdays 12 noon–1 p.m.

SATURDAY 30 JULY to MONDAY 1 AUGUST inclusive. RIBA offices and library closed for August holiday.

MONDAY 29 AUGUST to SATURDAY 3 SEPTEMBER inclusive. Members' Bar closed.

Notes and Notices

Session 1959–60. Minutes IX. At the Ninth General Meeting of the Session 1959–60, held on Tuesday 21 June 1960 at 6 p.m., Mr Basil Spence, OBE, TD, RA, ARSA (Knight-Designate), President, in the Chair.

The meeting was attended by about 100 members and guests.

The Minutes of the One Hundred and Twenty-Second Annual General Meeting held on Tuesday 3 May 1960, having been published in the JOURNAL, were taken as read, confirmed and signed as correct.

The following members attending for the first time since their election were formally admitted by the President: As Associates: Miss R. A. Baker, B. K. Brooksbank, Miss J. M. Capon, D. A. Curtis, D. Flower, H. Levesque, D. S. Martin, A. S. Taylor.

The Secretary having read the report of the Scrutineers on the result of the Annual Election for the Council, the President declared that the members of the Council and the Honorary Auditors for the Session 1960–61 were duly elected in accordance therewith. On the motion of the President, a vote of thanks was passed by acclamation to the Scrutineers for their labours, and was briefly responded to by Mr Eric H. Firmin [*F*], Chairman of the Scrutineers.

The President then presented the RIBA London Architecture Bronze Medal and Diploma for 1959 to Mr Hubert Bennett [*F*], Architect to the London County Council, for the LCC Housing Estate, Roehampton Lane (High Blocks).

Mr Bennett thanked the President and Council for the honour conferred upon him.

The President also presented a replica of the Bronze Medal to Mr Norman Farmer, Deputy Chairman LCC, as representing the building owners, and a Diploma to Mr Norman E. Wates, Director Wates Ltd, representing the contractors for the building. Mr Farmer and Mr Wates also spoke.

The proceedings closed at 6.47 p.m.

Associates and the Fellowship. Associates who are eligible and desirous of transferring to the Fellowship are reminded that as from 1 January 1956 all candidates for the Fellowship will be required to submit to the Fellowship Examiners drawings and photographs or examples of work. Candidates may also be required to attend for an interview, which may however be dispensed with at the discretion of the Fellowship Examiners. The necessary nomination forms may be obtained from the Secretary, RIBA.

Licentiates and the Fellowship. By a resolution of the Council passed on 4 April 1938 all candidates whose work is approved are required to sit for the Examination, which is the design portion of the Special Final Examination, and no candidates will be exempted from the Examination.

Note.—The above resolution does not affect Licentiates of over 60 years of age applying under Section IV, Clause 4 (*c*) (ii) of the Supplemental Charter of 1925.

Building Surveying Examination. The RIBA Examination qualifying for candidature as Building Surveyor under Local Authorities will be held at the RIBA on 5, 6 and 7 October 1960. Applications for admission to the examination must be made not later than 29 July on the prescribed form to be obtained from the Secretary, RIBA.

CURRENT RIBA PUBLICATIONS

The following is a list of the main RIBA publications with their prices.

Agreement, Forms of
Form of Agreement for General Use between a Private Building Owner and an Architect or a Firm of Architects.

Form of Agreement for General Use between a Building Owner (being a Statutory Authority) and an Architect or a Firm of Architects.

Form of Agreement between a Local Authority and a Firm of Architects for Housing Work.

Form of Agreement between a Local Authority and a Firm of Architects for Multi-Story Flats.

Form of Agreement between the Promoters and a Firm of Architects appointed as the Result of a Competition.

Price 6*d*. per form (inclusive of purchase tax). Postage 3*d*.

Architect as Arbitrator, The
Price 5*s*. Postage 6*d*.

Architect and His Work, The
Price 6*d*. Postage 3*d*.

Articles of Pupilage, Forms of (Copyright)
Price 1*s*. 8*d*. (inclusive of purchase tax). Postage 3*d*.

Before You Build. Free.

Certificates, Architects', Form Prepared by the Practice Committee
Copyright Book of 100 Certificates.
Price 17*s*. (inclusive of purchase tax). Postage 1*s*. 6*d*.

Code of Procedure for Selective Tendering
Price 2*s*. Postage extra.

Competitions, Architectural, Regulations for
Free.

Communications in the Building Industry
Report of a Tripartite Conference held at Sundridge Park Management Centre, November 1958.
Price 2*s*. 6*d*. Postage 4*d*.

Conditions of Engagement and Scale of Professional Charges
Price 6*d*. Postage 3*d*.

Contract, Form of Agreement and Schedule of Conditions

For use with quantities: 1939 revised 1957. Copyright.

For use without quantities: 1939 revised 1957. Copyright.
Price 2*s*. 2*d*. per form (inclusive of purchase tax). Postage 6*d*.

Adapted for the use of Local Authorities, for use with quantities: 1939 revised 1957. Copyright.

Adapted for the use of Local Authorities, for use without quantities: 1939 revised 1957. Copyright.
Price 2*s*. 5*d*. per form (inclusive of purchase tax). Postage 4*d*.

Fixed Fee Form of Prime Cost Contract for use in the repair of war-damaged property: 1946 revised 1959. Copyright.
Price 2*s*. 2*d*. (inclusive of purchase tax). Postage 6*d*.

Cost Plus Percentage Form of Prime Cost Contract for use in the repair of war-damaged property: 1946 revised 1959. Copyright.
Price 2*s*. 2*d*. (inclusive of purchase tax). Postage 6*d*.

Examination, Intermediate, Questions Set At
Price 1*s*. per examination. Postage 3*d*.

Examination, Professional Practice, Questions Set At
Price 6*d*. per examination. Postage 3*d*.

Examinations, Final and Special Final, Questions Set At
Price 1*s*. per examination. Postage 3*d*.

Examinations to Qualify for Candidature as Building Surveyor under Local Authorities, Questions Set At
Price 1*s*. per examination. Postage 3*d*.

Growth and Work of the Royal Institute of British Architects: A Centenary History
Price 5*s*. Postage 11*d*.

Journal of the Royal Institute of British Architects. Annual Subscription (inclusive of postage) £2. Annual Subscription for Probationers and members of Allied Societies who are not members of the RIBA (inclusive of postage) £1 8*s*. Price per copy 3*s*. 6*d*. Postage 7*d*.

Membership of the RIBA
Particulars of the Qualifications for Associateship.
Price 2*s*. 6*d*. Postage 4*d*.

Prizes and Studentships (Pamphlet)
Price 3*s*. Postage 6*d*.

Report of the Special Committee on Architectural Education, 1945
Price 2*s*. 6*d*. Postage 6d.

Party Wall Notice Forms, for Use Under the London Building Act

Form A—Party Structures.

Form B—Party Fence Walls.

Form C—Intention to build within Ten Feet and at a lower level than the bottom of the foundations of adjoining Owner's Building.

Form D—Intention to build within Twenty Feet of the adjoining Owner's Independent Building and to a depth as defined in Section 50(1)(*b*).

Form E—Party Walls and Party Fence Walls on line of Junction of adjoining lands.

Form F—Walls or Fence Walls on Building Owner's land with footings and foundations projecting into adjoining Owner's land.

Form G—Seclection of Third Surveyor.
Price 7*d*. per form (inclusive of purchase tax). Postage 3*d*.

Symposia Reports
Family Life in High Density Housing, with particular reference to the Design of Space about Buildings. Price 10*s*. Postage 8*d*.

Design of Teaching Laboratories in Universities and Colleges of Advanced Technology. Price 7*s*. 6*d*. Postage free.

Design Pays, the Private Enterprise House and its Setting. Price 5*s*. Postage free.

The Living Town. Price 7*s*. 6*d*. Postage free

Tender, Form of, for use by Nominated Suppliers
Price 2*d*. per form. Postage 3*d*. 2*s*. per dozen. Postage free.

Competitions

Note. An applicant for the conditions of a competition must state his registration number.

Borough of Wokingham: New Town Hall. The Wokingham Borough Council invites registered architects to submit designs for the New Municipal Offices and Public Halls.

Assessor: Mr Clifford Culpin, OBE, MTPI [*F*].

Premiums: £1,000, £500, £250.

Last day for submitting designs: 17 October 1960.

Last day for questions: 5 August 1960.

Conditions may be obtained on application to the Town Clerk, Town Hall, Wokingham, Berkshire, *not later than Friday* 15 *July* 1960. Deposit £2 2*s*.

Harlow Development Corporation: Competition for Houses and Flats. The Harlow Development Corporation invites architects registered under the Architects (Registration) Acts to submit, in competition, designs for approximately 270 houses and flats proposed to be erected on a site in Passmores Neighbourhood, Harlow, Essex.

Assessors: Mr H. T. Cadbury-Brown [*F*], Mr Victor Hamnett [*A*] (Executive Architect to the Harlow Development Corporation).

Premiums: £1,000, £750, £500.

Last day for submitting designs: 6 March 1961.

Last day for questions: 1 September 1960.

Conditions may be obtained on application to The General Manager, Harlow Development Corporation, Terlings, Harlow, Essex. Deposit £2 2*s*.

All-Gas House Competition. The Scottish Gas Board invites architects resident in the United Kingdom to submit designs for a house which will exploit and demonstrate the possibilities of gas as a means of heating, cooking, water heating, refrigeration and home laundry.

Assessor: Professor Frank Fielden, MA [*F*].

Premiums: £250, £150, £75.

Last day for submitting designs: 26 September 1960.

Conditions may be obtained from the Commercial Manager, The Scottish Gas Board, 1 Rothesay Terrace, Edinburgh 3.

Exhibition Stand: The National Federation of Clay Industries. The National Federation of Clay Industries invite registered architects, students of the RIBA and students in the final year of a school of architecture whose course is recognised for exemption from the RIBA Final Examination, to submit designs in competition for an exhibit to be erected at the Building Exhibition at Olympia in November 1961.

Assessor: Mr C. C. Handisyde [*A*].

Premiums: £150, £50, £25.

Last day for submitting designs: noon on Friday 21 October 1960.

Conditions may be obtained from the General Secretary, National Federation of Clay Industries, Drayton House, 30 Gordon Street, London, WC1.

New County Offices at Newtown St Boswells. Last day for submitting designs: 31 October 1960. Full particulars were published in the JOURNAL for May, page 245.

New Civic Buildings, Neath. Last day for submitting designs: 29 October, 1960. Full particulars were published in the JOURNAL for March, page 181.

County Council of Dunbarton: New County Council Offices. *Last day for submitting designs in the first stage:* 16 *July* 1960 (not 30 July as published previously). Full details were published in the JOURNAL for March, page 182.

The Westminster City Council intend to promote an architectural competition for redevelopment for housing purposes of a site bounded by Vauxhall Bridge Road, Churton Street, Tachbrook Street and Rampayne Street, having a total area of about 13 acres.

Assessor: Mr. Philip Powell, OBE, AADIPL. [*F*]. Particulars will be published as soon as available.

Metropolitan Cathedral of Christ the King, Liverpool. Full particulars were given in the JOURNAL for September, page 404, but in addition it should be noted that *corporate members of the overseas societies allied to the* RIBA *are also invited to compete*.

Last day for submitting designs: 4 p.m. on 3 August 1960.

International Competition for Library at Trinity College, Dublin. The Board of Trinity College, Dublin (Dublin University), invites architects who are members of a recognised architectural institute or society to submit designs in competition for a new Library proposed to be built in the College beside the existing Library.

Assessors: The Rt. Hon. the Earl of Rosse, Vice-Chancellor of Dublin University; Signor Franco Albini, Professor of Interior Architecture, Furnishing and Decoration at the Instituto Superiore di Architettura, Venice; Sir Hugh Maxwell Casson, RDI [*F*], Professor of Interior Design at the Royal College of Art, London; Mr Raymond McGrath [*F*], FRIAI, ARHA, MSIA, Principal Architect of the Office of Public Works, Dublin; Mr K. DeWitt Metcalf, American Library Consultant, formerly Director of Harvard University Library.

Premiums: £1,500, £1,000, £750.

Cost: £500,000.

Last day for registration: 31 August 1960.

Last day for questions: 30 September 1960.

Last day for submitting designs: 5.0 p.m. on 1 March 1961.

The conditions may be obtained on application to the Competition Registrar, Trinity College, Dublin, Ireland. Deposit £5.

Further particulars will be sent on request.

The competition has been approved by the IUA.

COMPETITION RESULTS

Medical Teaching Centre, Cardiff

1. (£5,000) Messrs S. W. Milburn and Partners [*FF*] in association with M. Harding [*A*] and J. Surtees [*A*].
2. (£3,000) Messrs Charles B. Pearson and Son (Charles E. Pearson [*F*] in association with George R. Lovell [*A*] and Peter P. Lund [*A*]).
3. (£2,000) Messrs Farms and Partners (K. Farms [*F*] and Mrs Margaret Farms [*F*]).

Midlothian County Offices, Edinburgh

(Competition limited to architects practising or resident in Scotland.)

1. (750 gns) Messrs G. Reid [*F*] and J. S. Forbes.
2. (500 gns) D. H. Macpherson [*A*].
3. (350 gns) Albert D. Cordiner [*F*].

Council Chamber and Municipal Offices, Kingston, Jamaica

(Competition limited to architects resident in Jamaica.)

1. (£500) Messrs Norman and Dawbarn [*FF*].
2. (£200) Messrs J. B. Davidson and G. C. Hodges [*AA*].
3. (£100) A. D. Knapton [*F*].

Highly commended: Sergei Kadleigh [*A*].

Workshop Design: Warwickshire Rural Community Council

1. (£50) G. F. Salloway [*Student*].
2. (£25) Clive W. Chambers [*Student*].
3. (£10) Kenneth Langlois [*Student*].

Commended: Michael J. Farmer [*Student*]; Alexander Saunders; Christopher J. Sayers [*Student*].

Allied Societies

Changes of Officers and Addresses

Devon and Cornwall Society of Architects. President, J. H. Crowther [*F*].

East Anglian Society of Architects. President, Murray S. Hare [*A*].

Hampshire and Isle of Wight Architectural Association. President, P. R. Sawyer, OBE, MC, TD [*F*]. Hon. Secretary, J. M. D. Little [*A*], 6 Stocks Mead, Washington, Sussex. *Central Chapter.* Chairman, G. F. Gutteridge [*A*]. Hon. Secretary, W. G. Sprague [*A*], Woodside, Rownhams Lane, Rownhams, Southampton, Hampshire. *Eastern Chapter.* Hon. Secretary, G. M. L. Groves, Dolphins Barn, Woodbury Avenue, Langstone, Havant, Hampshire. *Isle of Wight Chapter.* Chairman, F. H. Booth [*A*]. *Western Chapter.* Chairman, D. J. Read [*L*], Halebrose Chambers, 727 Christchurch Road, Boscombe, Bournemouth, Hampshire.

Northamptonshire, Bedfordshire and Huntingdonshire Association of Architects. Northamptonshire Branch. Chairman, Arthur B. Bunch, AMTPI [*A*]. Hon. Secretary, C. C. Lloyd, 9 Carey Close, Moulton, Northamptonshire.

Nottingham, Derby and Lincoln Society of Architects. Hon. Secretary, E. Vernon Royle [*F*], 2 Castle Place, Nottingham. *Nottinghamshire Branch.* Chairman, E. Vernon Royle [*F*]. Hon. Secretary, R. J. Patterson [*A*], County Architect's Department, County Hall, West Bridgford, Nottinghamshire. *Derbyshire Branch.* Chairman, D. S. Davies [*A*]. *Lincoln Branch.* Chairman, R. R. Alexander [*F*]. Hon. Secretary, Edward Craven, MTPI [*A*], 11A St Mary's Street, Lincoln. *North Lincolnshire Branch.* Hon. Secretary, R. C. Haskell, 12 Whitby Drive, Grimsby, Lincolnshire.

Berks, Bucks and Oxon Architectural Association. Oxfordshire Society of Architects. Chairman, Douglas Murray [*A*]. Hon. Secretary, D. E. Nutt [*A*], 89 Ferry Road, New Marston, Oxford.

Preston, Blackburn and District Society of Architects. President, Thomas Hargreaves [*A*].

Sheffield, South Yorkshire and District Society of Architects and Surveyors. President, J. McD. Fairweather [*F*].

South-Eastern Society of Architects. Guildford District Chapter. Chairman, G. M. Kingsford, MA [*F*]. Hon. Secretary, C. Lloyd Jones [*L*], 'Widecombe', 18 Lower Road, Fetcham, Leatherhead, Surrey.

Suffolk Association of Architects. President, Murray S. Hare [*A*].

West Yorkshire Society of Architects. President, G. A. Rowe [*A*]. Joint Hon. Secretaries, D. M. Jones, MA [*A*], 11A Cavendish Road, Leeds 1, Yorkshire, and D. P. P. Chambers [*A*], The Croft, Plumpton End, Wrose Road, Bradford, Yorkshire. *Huddersfield Branch.* Hon. Secretary, J. R. Firth [*A*], 2 Victoria Road, Liversedge, Yorkshire.

Ceylon Institute of Architects. President, H. J. Billimoria [*A*].

General Notes

RIAS. At last month's Convention of the Royal Incorporation of Architects in Scotland, Mr C. D. Spragg, CBE [*Hon. A*], was elected an Honorary Fellow of the RIAS.

Proposed Architectural Study Tour of South America, including Brazil, Venezuela, Mexico and the United States. Further information is now available on the above tour, which is being organised under the auspices of the RIBA.

Date and Duration. The Tour will take place in late February and early March 1961, and will last approximately three weeks.

Destinations. The Party will visit São Paulo, Rio de Janeiro, Brasilia, Caracas, Mexico City and New York, with optional extensions to Maracaibo and Miami.

Purpose. The purpose of the tour will be to study the many interesting developments in architecture, and especially town planning, to be seen in South America, but the historical legacy, especially of Mexico, will not be ignored.

The party will also be given opportunities of meeting architects in each of the centres visited.

Cost. The cost of the tour, inclusive of accommodation and breakfast, will be in the region of £500 although this figure may be substantially reduced if demand warrants the chartering of an aircraft. The agents responsible for travel arrangements are prepared to offer special extended credit facilities over a period of 12 months, if these are required.

Numbers. It will probably be necessary to limit the number of the party to 60, and since much interest has already been shown in the tour, those requiring further information are advised to write as soon as possible to: The Secretary, UK Committee of the IUA, RIBA, 66 Portland Place, London, W1.

Leverhulme Travel Grants to Brazil. The RIBA announce that 54 applications were received for these grants and that two awards of £1,200 each, to include travelling expenses, have been made to: Mr D. P. Crease, MA(Cantab), DA [*A*] and Mr G. H. Balcombe [*A*], to enable them to work for a period of at least a year on the planning or building of the new federal capital of Brazil.

Mr Crease is 31. He won the Banister Fletcher Essay Medal in 1951 and was Honorary Secretary, Associate Section, of the Edinburgh Architectural Association in 1955. He has contributed a number of articles to various journals.

From 1953–55 he spent two post-graduate years of study and work in the office of a Structural Engineer in Edinburgh where he acted as Assistant. Following this he became one of the team of architects in the Public Works Department of the Hong Kong Government where he worked on the Queen Elizabeth Hospital, Kowloon.

In 1959 he returned to this country and is in private practice.

His work has included the structural design for the Turnhouse Airport Terminal, Edinburgh, in 1956 and the architectural design of the operating theatre suite and surgical wards at Kowloon Hospital 1959.

Mr Balcombe is 32. He has been senior designer for Brian Peake and in 1954 he visited Venezuela where he stayed for 13 months working with Dr Thomas Sanabria, the Venezuelan architect responsible for many of the buildings in Caracas.

He is at present Lecturer and fourth year Studio Master at the Nottingham School of Architecture. Mr Balcombe has always been interested in South American architecture and has contributed a number of articles on the subject including one on Brazilian Architecture for the Anglo-Brazilian Society and one in a special edition of *Architectural Design* on Venezuela in 1955 and one in the *Concrete Quarterly* in 1956.

Notes from the Council Minutes

MEETING HELD ON 21 JUNE 1960

Appointment of RIBA Representatives

(*a*) *Council for British Archaeology: Research Committee on Industrial Archaeology.* Mr J. M. Richards, CBE [*A*]. Mr Richards already serves on the Committee in a private capacity.

(*b*) *Regional Advisory Council for Technological Education (London and Home Counties): Architecture and Building Advisory Committee.* Mr Bryan Westwood [*F*] in place of Mr D. E. E. Gibson [*F*] for the period ending 31 August 1961.

(*c*) *Southend-on-Sea Municipal College: Architecture, Surveying and Building Advisory Committee.* Mr P. F. Burridge [*F*] (for a further year).

(*d*) *University of Wales: Faculty of Architecture.* Mr Norman P. Thomas [*F*] (for a further three years).

(*e*) *Birmingham College of Advanced Technology: Advisory Committee for Building and Civil Engineering.* Mr C. E. M. Fillmore [*F*] (for a further three years).

(*f*) *Sheffield University: Court.* Mr E. F. Wilson [*A*]. The appointment is for three years.

British Architects' Conference, Manchester. The Council passed a vote of thanks to the hosts – the Manchester Society of Architects – and to all who contributed to the work and organisation of the Conference.

Applications for Reinstatement. The following applications were approved: as Fellow: Malcolm Charles Broad [*Retd. F*]; as Associate: Hubert Caddy; as Licentiates: John Frank Chapman, William McLean (Serial No. 6464).

Obituary. The Secretary reported with regret the death of the following members: Professor Marcello Piacentini [*Hon. Corresponding Member*], Sydney William Neighbour, OBE, TD [*F*], Eric Percival Trewern [*F*], John Cubbon [*Retd. F*], Cecil Horace Hignett [*Retd. F*], John Thomas Mair [*Retd. F*], William John Mountain [*Retd. F*], George A. Cassells [*A*], Leslie James Hobson [*A*], Charles Peter Moon [*A*], Gustavus Flitcroft Nicolls [*A*], Peter Pickerell [*A*], John Victor Potter [*A*], John Thomas Banks [*L*], Gerald Browne [*L*], John W. Coates [*L*], Harry Collings [*L*], Marshall Harvey [*L*], William Howell Jones

[*L*], Fred Riley [*L*], Herbert Tomlins [*L*], Walter Hugh Williams [*L*].

By resolution of the Council the sympathy and condolences of the Royal Institute have been conveyed to their relatives.

CPRE

On the recommendation of the Finance and House Committee the Council agreed to increase the RIBA grant to the Council for the Preservation of Rural England for financing the Co-ordination of Panels Committees to £300 per annum. The Central Panels Committee is a joint committee constituted by the RIBA Council, the CPRE and the Institute of Builders to provide a focus and advisory service for panels of architects set up in the provinces to give professional advice to planning authorities. This decision applies to the current year only, after which it will be reviewed.

Obituaries

Ronald Aver Duncan [*Retd A*] [*Institute Medallist* (*Essays*) 1930]
died on 11 April 1960, aged 71.

Mr John Osburn [*F*] of Messrs Tubbs, Duncan and Osburn has contributed the following appreciation:

'R. A. Duncan was born in 1889 at Redhill, Surrey. Following an attack of rheumatic fever, which interrupted his early education at Blundell's School, he went on a voyage to South America on a tramp steamer to convalesce, and subsequently completed his education in Switzerland and Germany.

'After serving four years' articles to Sir George Oatley [*F*] of Bristol from 1908, he spent two years as a student at the AA School of Architecture up to the outbreak of the first world war, during which he served in the RNVR, and also worked at the War Office for a period. Discharged in 1917, he joined Messrs A. Marshall Mackenzie [*F*] and Son, and stayed with this firm working on designs for Australia House and the AIF Headquarters in London until 1922, when he returned to the AA School of Architecture as a member of the teaching staff in charge of the Third Year; here he remained for four years, during which time he also lectured at both the AA and the Northern Polytechnic on the history of architecture.

'In 1922 Mr Duncan entered into partnership with the late Percy B. Tubbs [*F*] and Grahame B. Tubbs [*A*], practising as Percy Tubbs, Son, and Duncan, and with this firm he was responsible for the design and execution of a variety of types of building including Hortensia House, a block of flats in Chelsea for the Chelsea Borough Council, two studios in Glebe Place, Chelsea, for F. Derwent Wood, RA, and the London Offices of the *Glasgow Herald* in Fleet Street, a design executed in 1925 with a distinct Gothic influence in the detailing.

'In 1927 the firm entered the Shakespeare Memorial Theatre Competition, in association with S. Rowland Pierce [*A*], and although not ultimately successful, their design was selected as one of the six entries for the final stage of the competition.

'From the early 30's onwards Mr Duncan became very interested in the modern trend in design, and in 1933 he published his first book, *The Architecture of a New Era; revolution in the world of appearance*. About this time he was engaged by the *Daily Mail*, being responsible for flights of imagination in 'The House of the Future', and 'A Flat in the Clouds' at the Ideal Home Exhibition at Olympia. In 1935, no doubt as a result of this work, he published a second book, *Exhibitions and the Lighting Effects*. In the same year he designed a town house at West Heath Close, Hampstead, considered very modern at the time, including the design of much of the furnishing and fitments.

'Following the death of Percy B. Tubbs, I joined the firm in 1936, the name being changed to the present Tubbs, Duncan and Osburn, and for a few years, until the commencement of the war, the practice grew steadily, and Mr Duncan was responsible for the design of factories on the Great West Road and at High Wycombe for R. B. Pullin and Co. Ltd, and new offices for the *News Chronicle* and *Star* in Bouverie Street, off Fleet Street, completed after the outbreak of war. An approved preliminary scheme for a large central garage for the Metropolitan Police was postponed on account of the war and never subsequently revived, owing to decentralisation.

'During the second war, R. A. Duncan was at first attached to the Ministry of Works Flying Squad, giving first aid in bomb-damaged areas both in London and the provinces until 1940, when he joined the British Coal Utilisation Research Association (BCURA), working on economy of fuel and the design of low-combustion fire-grates and other appliances, and it was probably partly owing to this experience that after the war he decided to give his energies to technical research work of this nature, rather than normal private practice. The possessor of a very inventive and analytical mind, he worked on a number of innovations and new ideas in connection with building work, and while continuing to some extent his association with BCURA he formed the Building Components Producers' Association, working on the design and production of a central prefabricated heating and plumbing unit for small houses. He also invented an interlocking light-weight building block about this time.

'In March 1957 Mr Duncan was admitted to University College Hospital with pulmonary tuberculosis, from which he never fully recovered. After leaving University College Hospital, he was engaged on proposed alterations and additions to Mottingham Hall, the British Students' Tuberculosis Foundation, but had to re-enter hospital.

'R. A. Duncan was a man of great personality and many talents, in addition to tremendous energy and vitality. A versatile designer, and a member of the Institute of Production Engineers, besides his normal architectural practice work, he supervised the design and making of many industrial products, including jewellery and silver, and motor-car bodies for Armstrong Siddeley Motors Ltd, and a Sunbeam for the late H. S. Goodhart-Rendel [*F*]. He was active in civic life and was a Holborn Borough Councillor for a period. He also took a very great interest in the affairs of the Royal Institute, serving on the Council and the war-time Executive, and being Chairman of the Art Committee and Hon. Secretary of the Exhibition Committee for ten years between the wars. A prolific writer, in addition to his two books, he for many years contributed regularly to the architectural press, and in 1930 won the RIBA Silver Medal for his essay on "Science and the Art of Architecture".

'At the time of his death he was planning to revise and republish *The Architecture of a New Era*, and for one who had always been so actively interested in exhibitions it was a strange coincidence that at that time there should have been an exhibition of his own work, including water-colours painted during his stay at Milford Sanatorium in 1959, on view at the AA School.'

Arthur John Hope, MISTRUCTE [*F*]
died on 16 April 1960, aged 84.

Mr R. M. McNaught, JP, DA [*F*], a partner in the firm of Bradshaw Gass and Hope [*F*/*AA*], writes:

'The death of Arthur John Hope has removed from the architectural scene one more of the diminishing number of the profession's elder statesmen who link us to the now almost legendary Victorians, and brings to an end a distinguished career in architecture. His contribution was made in a continuous connection with one firm, extending over 68 years.

'Arthur J. Hope was born in Atherton, Lancashire, in 1875 and received his early education at Wigan Grammar School. His family intended that he should follow a career in engineering, for he early displayed qualities which made this choice seem appropriate, and throughout his life his logical grasp of the essentials of mechanics, whether applied to machines or structures, was an outstanding feature.

'In 1892, however, he entered the office of Mr J. J. Bradshaw [*F*] (then practising in Bolton in partnership with his nephew, Mr John Bradshaw Gass [*F*]) as an articled pupil, and began his training as an architect. Apart from his pupilage, he had little architectural education as we understand the term today, but he studied assiduously and read widely, acquiring in the process an extensive knowledge and deep understanding of the works of the great masters of all periods. A feeling for good taste was soundly inculcated, and the quality and style of his work rapidly developed. In 1902, a mere ten years after his first entry into the office, he was taken into partnership in the firm then known as Bradshaw and Gass, and in 1913 the firm altered its style and title to its present form, Bradshaw Gass and Hope.

'By this time, Arthur J. Hope had felt the attraction of architectural competitions, and his firm's designs in these contests began to gain attention. He held strongly that a simple direct idea, logically developed on lines of sound functional planning of the building, was essential to success, and he was impatient of the artifices of draughts-

manship and presentation unless used to emphasise this basic simplicity. He would tell, with a chuckle, of one of his early competition efforts, of which the assessor said in his report, "The drawings are probably the worst I have seen, but the idea is brilliant". "But", A. J. would add, "he gave me the first premium!"

'Yet as time went on, he delighted in fine drawings and encouraged the young draughtsman to set his standards high.

'Through his long career, Arthur J. Hope was always learning, always striving to develop and improve his appreciation of good architecture. The work which passed through his hands was remarkable for its variety – public buildings, churches, hospitals, domestic buildings, industrial works of all kinds – and to each he brought the same qualities of logical approach, functional planning, dignity of treatment, careful detailing, and ingenuity of construction.

'His love of his profession was very real, and in its interests he spared neither himself nor his colleagues. His standards were impeccable and he lived up to them at all times. He had the strongest possible sense of personal responsibility for his staff, and had always an anxious care for their welfare. In the many years of his work, numerous assistants passed through his hands, and felt the influence and inspiration of his personality, and many speak today of their gratitude to A. J., as he was affectionately known by all his associates.

'He would never allow references to particular buildings to be made as designed by him, but always insisted that all the works of the firm were the designs of the partnership. Nevertheless, it is undeniable that a large proportion of these works owed much to his qualities. Among them were municipal buildings and town halls at Wimbledon, Lewisham, Luton, Chesterfield, Stretford and Bolton, The Manchester Royal Exchange, the extension to the Manchester Technical College, hospitals in Glamorgan and at Chorley, many cotton mills in Lancashire and varied industrial projects, and the Methodist Church and College at Medak, India.

'He gave much time and thought to the advancement of the profession of architecture and for many years was prominently associated with the Manchester Society of Architects and was its President from 1924 to 1926. He also served on the Council and Committees of the RIBA and for some time was a member of the Building Research section of the Department of Scientific and Industrial Research.

'Arthur J. Hope was a man of great reserve, amounting almost to shyness. His good works – which were many – were always done in secret and entirely without ostentation, and throughout a long career, he quietly enhanced the prestige of the profession he loved and adorned.'

Correction

In the obituary notice on the late Charles Lovett Gill in the June JOURNAL, St James's Underground Station was included in the list of works attributed to Mr Gill and Professor Richardson. This is an error. The station and the office building over, known as 55 Broadway, were the sole work of Dr Charles Holden.

Membership Lists

ELECTION: 21 JUNE 1960

The following candidates for membership were elected on 21 June 1960.

AS FELLOWS (14)

Blease: Leslie, ARICS [*A* 1938].
Clayton: John Cyril [*A* 1948], Calgary, Alberta, Canada.
Koren: Rolf, D A Dip.T P(Edin.), AMTPI [*A* 1948], Singapore, Malaya.
Lawson: John Geoffrey Sholto, TD, B.Arch. (Dunelm.) [*A* 1936], Lusaka, Northern Rhodesia.
Lichtensteiger: David Ward, A A Dipl. [*A* 1949], Vancouver, BC, Canada.
McDonald: Angus [*A* 1948], Bristol.
Newman: Stanley Ashley, Dipl.Arch.(U C L), Dip.T P(London), AMTPI [*A* 1947].
Pearcy: Douglas [*A* 1948], Hornchurch.
Prew: William Sidney Augustus [*A* 1952], Lagos, Nigeria.
Smith: John Charles, Dip.Arch.(Dunelm.) [*A* 1947], Newcastle upon Tyne.
Stocker: Alexander [*A* 1921].

and the following Licentiates who are qualified under Section IV, Clause 4 (c) (ii) of the Supplemental Charter of 1925:

Clark: William.
Gray: Charles William, Edinburgh.
Wilson: George Felix.

AS ASSOCIATES (161)

Adams: George Frederick, Dipl.Arch.(Northern Polytechnic), Lincoln.
Allen: William John Charles, Accra, Ghana.
Bannister: Graham Howard, Dip.Arch.(Manchester), Buxton.
Barker: David John, Bradford.
Barker: Roy Milson, Dublin.
Barry: John, Dipl.Arch.(Kingston), Mitcham.
Barton: Hugh Clarence, Cheltenham.
Bate: John David, Kidderminster.
Baxter: Royce Woolloton, Burwash.
Beale: Charles, Cork.
Berry: Robert Moffat, Ilkley.
Black: Francis Peter.
Bond: Archibald Ernest Alfred, Aldershot.
Botting: Edward Kenneth, Epsom.
Bowden: Derek Leonard.
Braithwaite: Peter, Derby.
Briggs: Cyril Austin, Manchester.
Brimicombe: James Jacques Manusset.
Brooke: Donald Francis, B.Arch.(L'pool), Freetown, Sierra Leone.
Brooke: James, Maidstone.
Brooks: John Geoffrey, Scunthorpe.
Bulmer: Frederick Lawson, Welwyn Garden City.
Burke: Michael John, Dip.Arch.(Leics.), Matlock.
Carter: Stewart Alexander, Dipl.Arch.(Northern Polytechnic), Bedford.
Champion: Edward Frederick James, Taunton.
Chappell: David Michael, B A(Arch.) (Sheffield), Barnsley.
Chow: David Chan-Wai, M.Sc.(Arch.) (Illinois, USA).
Choyce: George Arthur, Hinckley.
Clack: Bryon Estcourt, Dip.Arch.(The Polytechnic), Tunbridge Wells.
Clerici: Sydney Stuart, Thornton Heath.
Clulow: Frederick Norman, Belfast.
Coombes: Alan Frederick, Witley.
Condie: William Morris, Hamilton.
Connell: James Douglas, Nairobi, Kenya.
Counsell: Jeffrey George, Blackburn.
Cousens: James Royall, Beeston.
Cox: Eric Herbert, Windsor.
Croghan: David Culling, M A(Cantab.), Cambridge.
Curtis: Robert Ernest, Edinburgh.
Dale: Alan Keith, Newcastle, Staffs.
Dane: Ian, Cheadle.
Davies: Merfyn Cunnington, B.Arch.(Wales), Ffestiniog.
De Giorgio: Roger.
De Vulder: John Edwin, Gosport.
Dick: (Miss) Marjorie Kathleen Mackie, D A(Dundee).
Dorton: Jervis Harold, Dipl.Arch.(Northern Polytechnic), Montreal, PQ, Canada.
Ellis: Ronald Cedric, B A(Arch.)(Sheffield), Winterthur, Switzerland.
Eyre: Terence Charles, Droitwich.
Farrer: Jacques Reginald, Nottingham.
Field: Anthony John Humphrey, Felixstowe.
Finch: Martin Richard, Bromley.
Fleming: (Mrs) Elizabeth Mary, Dublin.
Franklin: John Victor, Dipl.Arch.(Oxford), Cirencester.
Franks: Felix Daniel.
Fullarton: John Hamilton, Kilmarnock.
Georgiades: Pefkios Joannoy, Dip.Arch. (Sheffield), Nicosia, Cyprus.
Goff: Aubrey, A A Dipl., Bombay, India.
Gold: Kenneth, Dipl.Arch.(Northern Polytechnic), Ilford.
Goodband: John Herbert, Dip.Arch.(Leics.).
Grainger: James, Montreal, PQ, Canada.
Gray: Mitchell Anthony, Dip.Arch.(Dunelm.), Accra, Ghana.
Griffiths: John Elwyn Donald, Wirral.
Groves: Gordon Mervyn Lyndhurst, Havant.
Hall: Cyril Sydney, Belfast.
Hall: James Costley, East Kilbride.
Hands: Terence James, Dipl.Arch.(Northern Polytechnic), Ilford.
Harris: Edward George, Corby.
Hodgson: Robert Trevor, Stourbridge.
Holmes: Norman Andrew, Dip.Arch.(Birm.), Nairobi, Kenya.
Honigsfeld: Max Josef, Amersham.
Hookway: Richard Whitley, Dipl.Arch.(Kingston), Kingston-upon-Thames.
Howell: Stephen George Farebrother.
Howson: James Derrick, Dip.Arch.(Sheffield), Sheffield.
Hudson: George Alfred, East Boldon.
Hughes: Michael Francis, B.Arch.(N U I Dublin), Englefield Green.
Hurrell: John Anthony, MCD, B.Arch.(L'pool), South Woodford.
Ingleby: Denis, Romford.
Inglis: James Sinclair, D A(Glas.), Glasgow.
Jennings: Stephen Henry, Bury St Edmunds.
Jessamy: Philip Henry, ARICS.
Jez: Joseph, Sydney, N S W, Australia.
John: Graham Reynolds, Briton Ferry.
Johnson-Jones: David Aneuryn Victor, Dipl. Arch.(Oxford), Aylesbury.
Johnston: Ivan Andrew, Liverpool.
Kaikini: Prabhat Lakshamanrao.
Kay: Rodney, Dip.Arch.(Sheffield), Sheffield.
Kaye: Clifford, Huddersfield.
Keith: Ronald Callison, Dip.Arch. (Manchester), Salford.
Kennedy: James, Belfast.
Kyriakides: Kyriakos Pheidias, A S T C Arch., Platres, Cyprus.
Ladbrooke: William Morris, Birmingham.
Laroya: Hans Raj, B.Sc.(Punjab, India), New Delhi, India.
Lees: Vernon Henry, Fareham.
Le Fevre: Eric Laurence, A A Dipl.
Lloyd-Davies: Allan Edward, Wolverhampton.
Lokko: Guy Hazely Gifford, Dip.Arch.(Leics.), Accra, Ghana.
Lunn: Clifford.
Macfarlane: Ian Currie, D A (Glas.), Nairobi, Kenya.
Malone: Michael Edward, Morden.
Melvin: Peter Anthony Paul, Dip.Arch.(The Polytechnic).
Messom: Ernest Leonard, Nottingham.
Miller: Horace Albert, Bristol.
Molligoda: Sepala Wimaladharma, Dip.Arch. (Sheffield), Colombo, Ceylon.
Moody: Donald Graham Arthur, Buckhurst Hill.
Morrall: Alan, Teignmouth.
Mowbray: Ronald Bernard, Swansea.
Muir: John Hepburn.
Mussett: (Mrs) Xenia Ria.
New: Maxwell Stanley Marshall, West Byfleet.
Ninnes: Alan Barrett, Alvechurch.
Patterson: Alan James, Aylesford.
Patterson: Victor Ignatius.
Perumal: Ardy Pillay, Dipl.Arch.(Northern Polytechnic), Kuala Lumpur, Malaya.
Plaistowe: Thomas William, Weybridge.
Porter: David Kennedy, Cumbernauld.
Power: Edward Charles, Wirral.
Power: Gerard, Belfast.
Pratt: Christopher John, Ingatestone.
Prestwich: Richard Edmund, Blackpool.

Price: (Mrs) Janet Mary.
Price: Sydney, Preston.
Prosser: Trevor William, Nottingham.
Raine: Alan, Newcastle upon Tyne.
Reeves: John Fettes, Toronto, Ontario, Canada.
Reid: (Miss) Iona Mary, Dip.Arch.(The Polytechnic), Maldon.
Rendle: David Edward, Harlow.
Robinson: Thomas, D A (Glas.), Port-Glasgow.
Ross: Alistair Menzies, Ottawa, Ontario, Canada.
Rush: Peter Guy Chaplyn, Sevenoaks.
Sagar: John Arthur, Dip.Arch.(Manchester), Manchester.
Sarang: Yeshwant, Bombay, India.
Sharman: Alfred Ernest, Leicester.
Shepherd: (Mrs) Betty.
Shum: Herman, Dipl.Arch.(Oxford).
Simpson: James Kenneth, Hemel Hempstead.
Singleton: Donald Robertson, Leeds.
Smith: Cyril Arthur, Hazel Grove.
Smith: Richard Desmond Davison, Solihull.
Smith: William Peter, Stourbridge.
Snashall: Brian Geoffrey, Pevensey.
Straton-Ferrier: James Michael, Edinburgh.
Sturrock: David Smith, D A (Edin.)
Sweeney: (Miss) Geraldine Mary Christine, Hastings.
Talavdekar: Ramesh Vasantrao, Bombay, India.
Tevendale: Peter Arthur, Reading.
Thomas: Robert Beuno, Caernarvon.
Thornett: Raymond James, Coventry.
Tocher: James Alexander, Dipl.Arch.(Leeds).
Tocher: (Mrs) Marjorie Averil Robina, Dipl.Arch.(Leeds).
Tyrer: Henry.
Udy: Deryk Arthur, Boston.
Wallnutt: Edmund William, Dublin.
Waugh: Kenneth, Dip.Arch.(Dunelm.), Newcastle upon Tyne.
Whittaker: Donald, Oldham.
Wilson: Walter Ramsden, Nottingham.
Wolstenhulme: John, Dip.Arch.(Manchester), Royton.
Wood: Walter Gerald, Huddersfield.
Woodman: Roderick Eric, Cirencester.
Woods: Bilham, Aylesbury.
Woodward: John Francis, Hastings.
Worthington: Anthony Albert, Dip.Arch. (Sheffield), Chesterfield.

ELECTION: 1 NOVEMBER 1960

An election of candidates for membership will take place on 1 November 1960. The names and addresses of the overseas candidates, with the names of their proposers, are herewith published for the information of members. Notice of any objection or any other communication respecting them must be sent to the Secretary, RIBA, not later than Friday 7 October 1960.

The names following the applicant's address are those of his proposers.

AS ASSOCIATES (22)

The name of a school, or schools, after a candidate's name indicates the passing of a recognised course.

Acheson: Robert Douglas (Passed a qualifying examination approved by the NZIA), 79 Willon Street, Tauranga, New Zealand. H. L. Massey, and the President and Hon. Secretary of the NZIA under Bye-law 3(*a*).

Alcock: Keith Harold, B.Arch.(Natal) (Passed a qualifying examination approved by the ISAA), PO Box 449, Bulawayo, Southern Rhodesia. G. H. Crickmay, N. O. Jackson and applying for nomination by the Council under Bye-law (3*d*).

Brooks: Brian Michael (Final), Apt. 620, 440 Winona Drive, Toronto, Canada. Applying for nomination by the Council under Bye-law 3(*d*).

Evans: David Anthony, B.Arch.(CT) (Passed a qualifying examination approved by the ISAA), Suite 202, Memorial Building, 35 Jameson Avenue, Salisbury, Southern Rhodesia. C. Ross MacKenzie, J. J. M. van Heerden, C. A. Knight.

Farham: Walter Howden, Dip.Arch. (Pretoria) (Passed a qualifying examination approved by the ISAA), PO Box 1284, Lusaka, Northern Rhodesia. R. C. Rinaldi, Peter D. Lawson, Prof. A. L. Meiring.

Glennie: David McIntosh, B.Arch.(CT) (Passed a qualifying examination approved by the ISAA), c/o Messrs Cowin, De Bruyn and Cook, PO Box 9675, Johannesburg, South Africa. Prof. L. W. Thornton White, C. Irvine-Smith, A. Stanley Furner.

Grosse: John Carl, B.Arch.(CT) (Passed a qualifying examination approved by the ISAA), c/o Messrs Jones and McWilliams, PO Box 268, Port Elizabeth, South Africa. Applying for nomination by the Council under Bye-law 3(*d*).

Jacobson: Abraham, B.Arch.(Rand) (Passed a qualifying examination approved by the ISAA), c/o PO Box 7127, Johannesburg, South Africa. Applying for nomination by the Council under Bye-law 3(*d*).

Jarnuszkiewcz: Zbigniew, Dip.Arch.(Birm.) (Birmingham Sch. of Arch.), 1280 Sarah Avenue, Apt. 7, Quebec City, Quebec 6, Canada. H. Ross Wiggs, J. Roxburgh Smith, Randolph C. Betts.

Kandiah: Tharma Nayagam, Dip.Arch. (Birm.) (Birmingham Sch. of Arch.), 1 Jalan Othman, Petaling Jaya, Malaya. Applying for nomination by the Council under Bye-law 3(*d*).

Kingsford: John Sidney (Passed a qualifying examination approved by the NZIA), Messrs Davies, Phillips and Chaplin, PO Box 122, Hastings, New Zealand. S. G. Chaplin and the President and Hon. Secretary of the NZIA under Bye-law 3(*a*).

Lo: John Pius Sie-Yin, Dipl.Arch.(Northern Polytechnic), (Northern Poly. (London) Dept. of Arch.), PWD Headquarters, Kuching, Sarawak. Applying for nomination by the Council under Bye-law 3(*d*).

MacMullen: Keith George, B.Arch.(Rand) (Passed a qualifying examination approved by the ISAA), c/o Messrs Haddon and Allen and Lennard, PO Box 4472, Johannesburg, South Africa. Applying for nomination by the Council under Bye-law 3(*d*).

Munro: Maurice (Passed a qualifying examination approved by the NZIA), Messrs Davies, Phillips and Chaplin, PO Box 122, Hastings, New Zealand. S. G. Chaplin and the President and Hon. Secretary of the NZIA under Bye-law 3(*a*).

Parker: Norman Bruce MacMahon, B.Arch. (Sydney) (Passed a qualifying examination approved by the RAIA), 2142 Rockledge Road, Hollywood 28, California, USA. P. J. Gordon, Prof. H. Ingham Ashworth and applying for nomination by the Council under Bye-law 3(*d*).

Parlo: Lionel Trevor, B.Arch.(CT), (Passed a qualifying examination approved by the ISAA), 406 Heylon Court, Main Road, Sea Point, Cape Town, South Africa. Prof. L. W. Thornton White and applying for nomination by the Council under Bye-law 3(*d*).

Sing-Key: James, B.Arch.(CT) (Passed a qualifying examination approved by the ISAA), 2 Commercial Road, Port Elizabeth, South Africa. Prof. L. W. Thornton White and applying for nomination by the Council under Bye-law 3(*d*).

Tan: Chor Eng, Dipl.Arch.(U C L) (Bartlett Sch. of Arch., Univ. of London), c/o E. J. Seow Associates, 1 Damansara Road, Kuala Lumpur, Malaya. Applying for nomination by the Council under Bye-law 3(*d*).

Thomas: Derek Charles, Dipl.Arch.(Oxford), (Coll. of Tech., Art and Commerce, Oxford Sch. of Arch.), PO Box 1001, Johannesburg, South Africa. C. Irvine Smith, A. Stanley Furner, Reginald Cave.

Wevill: Christopher Edward, B.Arch.(Natal) (Passed a qualifying examination approved by the ISAA), PO Box 17, Nairobi, Kenya. Howard D. Archer, R. W. J. Polkingborne and applying for nomination by the Council under Bye-law 3(*d*).

Yap: Chin Choon, B A (Arch.) (London) (Bartlett Sch. of Arch., Univ. of London), 85 Batu Tiga Road, Klang, Selangor, Malaya. Applying for nomination by the Council under Bye-law 3(*d*).

Yew: Hong Nieng, B.Arch.(Melbourne), Dip.Arch.(Melbourne) (Passed a qualifying examination approved by the RAIA), 41 Road 3, Petaling Jaya, Kuala Lumpur, Malaya. Harry Winbush, Prof. Brian B. Lewis, Mrs Hilary Lewis.

Members' Column

This column is reserved for notices of changes of address, partnerships vacant or wanted, practices for sale or wanted, office accommodation, and personal notices other than of posts wanted as salaried assistants for which the Institute's Employment Register is maintained.

APPOINTMENTS

Mr Ronald J. Dyer [*A*] has recently accepted an appointment as lecturer in the Department of Architecture, Perth Technical College, St George's Terrace, Perth, Western Australia, where he will be pleased to receive trade literature.

Mr K. C. Evans [*A*] has resigned his appointment of County Architect to the Isle of Ely County Council on being appointed Deputy County Architect to the Hertfordshire County Council with effect from 1 July 1960.

Mr L. R. Hibberd [*A*] has been appointed Deputy County Architect to the Isle of Ely County Council.

Mr V. G. Lilley [*A*] has been appointed County Architect to the Isle of Ely County Council.

Mr R. P. Walker [*A*] has been appointed Chief Assistant Architect to the Isle of Ely County Council.

PRACTICES AND PARTNERSHIPS

Mr J. M. Aitken [*A*] of Messrs J. P. Alison and Hobkirk, 22 Buccleuch Street, Hawick, and **Mr C. F. J. Turnbull** [*A*] sole partner in Messrs Alex. Inglis and Partners, 14 Bridge Street, Hawick, have entered into partnership and will now practise under the title of **Aitken and Turnbull,** 22 Buccleuch Street, Hawick (Hawick 2297).

Mr Brian Barkham [*A*] has established a partnership with **Mr Paul Schoeler,** and they have commenced practice under the style of **Schoeler and Barkham** at 283 Gilmour Street, Ottawa, Ontario, Canada.

Mr R. T. J. Chambers [*A*], **Mr R. McKinstry** [*A*] and **Mr J. Tomlinson** [*A* 7221] have formed an associated partnership under the style of **Architects Associated (Northern Ireland).** They have appointed **Mr S. B. Belford** [*A*] as assistant in charge of the offices of the practice which will be at 54 Elmwood Avenue, Belfast 9 (Belfast 21539), where they will be pleased to receive trade catalogues. In addition to the above they will each continue to practise on their own account at their respective offices.

Mr James A. Crabtree [*A*] has retired from **Messrs Dyneley Luker and Moore** [*A L*] and set up his own practice in the name of **James A. Crabtree and Associates** at 70 Blandford Street, London, W1 (Welbeck 7491), and is taking in as an associate partner, **Mr H. E. Senkowsky.** The firm will be pleased to receive trade literature.

Mr Clifford Culpin [*F*] has taken into partnership **Mr Roland Robertson** [*A*]. The style of the firm will be changed to **Clifford Culpin and Partners,** but the practice will continue from 39 Doughty Street, London, WC1 (Chancery 5395). **Mr Leonard Hobart** [*A*], **Mr Anthony Sargeant** [*A*] and **Mr Philip Vallis** [*A*] will remain associate partners in the firm.

Messrs Hadfield, Cawkwell and Davidson [*FF/A*] of 17 Broomgrove Road, Sheffield 10, and 13–14 Golden Square, London, W1, announce that, as from 1 April 1960, the partnership with **Mr J. D. Shearer** [*A*] has been dissolved by mutual consent. The remaining partners, **Mr Robert Cawkwell** [*F*], **Mr J. W. Davidson** [*F*] and **Mr G. R. Adams** [*A*], will continue to practise at 17 Broomgrove Road, Sheffield 10 (Sheffield 66016–8) under the same style as before. **Mr J. D. Shearer** [*A*] has commenced practice under his own name from 13–14 Golden Square, London, W1.

Messrs Hammett and Norton (Mr R. Derek Hammett [*F*] and Mr C. A. Roger Norton [*F*]) have taken into partnership **Mr Thomas G. L. Hamilton** [*A*]. The firm will continue to practise under the style of **Hammett and Norton** at 29 Sackville Street, London, W1 (Regent 1058).

Messrs Dyneley Luker and Moore (Mr S. H. Moore, Mr R. H. B. Wilson and Mr H. T. P. O'Shea [*L*]) of 43 Welbeck Street, London, W1 (Welbeck 0657–9) have taken into partnership

Mr J. M. Pyper [*A*]. The style of the firm remains unchanged.

Mr E. D. Lyons [*A*], **Mr L. Israel** [*A*] and **Mr T. B. H. Ellis** [*A*] have taken into associateship **Mr B. Collins** [*A*], **Mr C. M. Dean** [*A*], **Mr D. H. Lanham** [*A*], **Mr J. E. Roberts** [*A*] and **Mr R. T. Simpson** [*A*]. The firm will continue to practise from 43 Portland Place, London, W1 (Langham 2791–2).

Mr Peter B. Mead-Kidd [*A*] has resigned from his position as associate with **Myles-White and Associates**, Mansfield, and has joined the staff of **Messrs Harry S. Fairhurst and Son** [*AA*], 55 Brown Street, Manchester.

Messrs Onions and Bouchard (Mr Wilfred R. Onions [*F*], Mr Valmer D. Bouchard [*F*] and Mr John E. McCulloch [*A*]) of Hamilton, Bermuda have established a branch office in the 'Ridgely Plaza' building, Montego Bay, Jamaica, to be known as **Onions and Bouchard Associates**, Jamaica, and have taken **Mr Harold Simpson** [*A*] into partnership as resident partner, where he will be pleased to receive trade literature.

Mr E. C. Scherrer [*F*] and **Mr J. K. Hicks** [*F*] have taken into partnership in their Manchester practice at 60 Spring Gardens, **Mr B. J. Moxham** [*A*]. The constitution of the London practice remains unaltered.

Mr D. C. Simmonds [*A*] having left the employment of **Messrs C. Lovett Gill and Partners** [*F/A*] has entered into partnership with **Mr W. Braxton Sinclair** [*F*], and the practice will continue at 45 Whitehall, London, SW1 (Whitehall 2742) under the style of **W. Braxton Sinclair, Simmonds and Partners** [*F/A*].

Messrs W. Braxton Sinclair and Partners [*F/A*] announce that their partnership with **Mr R. Foster Elliott** [*A*] has been dissolved by mutual consent.

Mr Walter Underwood [*F*] has retired from the partnership of **Messrs Wylie, Shanks and Underwood** and has commenced practice in partnership with **Mr Michael Beale** [*A*] and **Mr George T. Low** [*L*] under the style of **Walter Underwood and Partners** at 2 La Belle Place, Glasgow, C3.

Messrs Lesslie K. Watson [*F*] and **Harold J. Coates** [*F*] have taken into partnership **Mr Denis S. Knight** [*A*]. The firm will continue to be known as **Watson and Coates** at 3 Raymond Buildings, Gray's Inn, London, WC1 (Holborn 4623–4).

Mr R. J. A. Wilson [*A*] has taken into partnership **Mr A. B. MacMillan** [*A*] and has changed his address to 4A St Peter's Street, Hereford, where the practice will be carried on under the style of **R. J. A. Wilson and MacMillan.**

The style of **Messrs Wylie, Shanks and Underwood** (Mr Frederick R. Wylie [*F*], Mr George F. Shanks [*F*], Mr William Jardine [*A* 14350] and Mr Peter L. A. Williams [*A*]) has been changed to **Wylie, Shanks and Partners** at 12 Clairmont Gardens, Glasgow, C3. **Mr Walter Underwood** [*F*] has retired from the partnership.

Mr G. E. Young has joined **Messrs Yorke, Rosenberg and Mardall** [*FF/AA*] as office manager and **Mr T. R. Evans** [*A*] has become a partner in the firm.

CHANGES OF ADDRESS

Mr H. N. Ash [*A*] has changed his address to Flat 2, Beauchamp House, Abbey Hill, Kenilworth, Warwickshire.

Mr J. W. R. Bestley [*A*] has changed his address to No.3 Nikau Road, Point Howard, Wellington, New Zealand, where he will be pleased to receive trade catalogues.

Mrs Patricia Brock [*A*] has wound up her practice in Malvern, and returned to London, where her private address is 6 St Martin's Place, London, WC2 (Covent Garden 1525),

Mr Peter M. Caller [*A*] has changed his private address to 2 Granville Court, Jesmond, Newcastle upon Tyne 2. Trade literature will still be received at the practice address: **Tarren and Caller,** 16 Great North Road, Newcastle upon Tyne 2.

Mr R. T. J. Chambers [*A*] has moved his practice to 54 Elmwood Avenue, Belfast 9, N. Ireland (Belfast 25516).

Mr K. A. W. Clare [*A*] has changed his address to c/o Messrs Inglis, McGuinness and Wilkinson, PO Box 307, Kampala, Uganda, East Africa.

Mr Oscar Davies [*A*] has changed his address to 15 Dicey Avenue, London, NW2 (Gladstone 4613).

Mr B. R. Davis [*A*] has changed his private address to Flat 3, 5 Dartmouth Terrace, London, SE10 (Tideway 4308).

Mr Brian Elsworth [*A*] has changed his address to 'Goosegreen', Borrowby, Thirsk, Yorkshire.

Mr Osbert Fynes-Clinton Eyre [*A*] has changed his address to 'Barentha', Copthorne Bank, near Crawley, Sussex (Copthorne 2556).

Mr Hugh C. Gammans [*A*] has changed his address to 'The Cottage', Page Heath Villas, Bickley, Kent (Ravensbourne 6554).

The Victoria Street office of **Messrs Gibbs and Summersgill** [*AA*] has moved to 38 Great Smith Street, Westminster, London, SW1 (Sullivan 1021). The Surrey address remains unchanged at Sandown Lodge, Portsmouth Road, Esher (Esher 4086), where they will be pleased to receive trade catalogues.

Mr Vernon Gibbs [*A*] has changed his address to Messrs Farmer and Dark, 14 High Street, Poole, Dorset (Poole 1816–7).

Messrs Donald A. Goldfinch and Partners [*F/A*] have opened an office at Building 337E (South Side), RAF Northolt, Ruislip, Middlesex (Ruislip 8535).

Mr J. C. Holmes [*A*], formerly at 93 Hope Street, Glasgow, C2, has moved to new offices at 62 Kelvingrove Street, Glasgow, C3 (Douglas 8286). The style of the firm has been changed to **Jack Holmes.**

Mr Leonard Jacobs [*A*] has changed his address to 63 Churchill Avenue, Kenton, Middlesex (Wordsworth 4470).

Mr H. Leonard Keeble [*L*] has changed his address to 43 The Grove, Clacton-on-Sea, Essex (Clacton 4515), where he will be pleased to receive trade literature.

Mr David Ling [*A*] has changed his address to 33 Crown Rise, Llanfrechfa, Cwmbran, Monmouthshire, where he will be pleased to receive trade literature.

Mr Geoffrey W. Mills [*A*] has changed his address to 7 Beechwood Avenue, Oatlands Park, Weybridge, Surrey (Weybridge 6485).

Mr Robert E. Pethybridge [*A*] has changed his address to 'Les Travée,' Digswell Lane, Digswell, Welwyn, Hertfordshire.

The practice of **Mr John M. Ramsay** [*A*] has moved to larger accommodation at 11 London Road, Camberley, Surrey (Camberley 1894). The Haslemere office remains as before.

Mr Barry Russell [*A* 20114] has changed his address to 104 Saskatchewan Crescent East, Saskatoon, Saskatchewan, Canada.

Messrs Gerald Stanley and Hird [*F/AA*] have opened a branch office at Southan Court, 98 Prestbury Road, Cheltenham, where they will be pleased to receive trade catalogues and technical literature. The architect in charge is **Mr David M. Mellor** [*A*].

Mr J. S. Thompson [*A*] and **Mr V. W. R. Gardner** [*A*] wish to announce that their respective practices of **C. E. Hanscomb** of South Street, Epsom, and of Glebe Road, Cheam Village, Surrey, have been amalgamated as from 16 May 1960. They are now practising jointly under the style of **Thompson and Gardner** at new offices in Grove House, 6 Grove Road, Sutton, Surrey (Vigilant 4436).

Mr Laurance G. D. Thompson [*A*] and **Mrs Eleanor G. Thompson** [*A*] have changed their address to 55 Main Street, Larne, County Antrim, Northern Ireland (Larne 2493) and will in future practise under the style of **Laurance and Eleanor Thompson.**

Mr Robert Brodie Thomson [*A*] is relinquishing his present appointment as Senior (co-ordinating) Architect with the National Capital Development Commission, Canberra and is returning to the UK in August. His temporary address will be c/o 11 Alvaston Road, Leicester.

Mr J. Tomlinson [*A* 7221] has moved his practice to 54 Elmwood Avenue, Belfast 9, N. Ireland (Belfast 30449).

Messrs Watkins and Park [*AA*] have moved their Basildon office to Keay House, Town Square, Basildon, Essex (Basildon 21438), where they will be pleased to receive trade literature.

Mr David A. Wilkie [*F*] **and Partners** have opened an additional branch office at No.15 Clarendon Road, Watford, Hertfordshire (Watford 28715), where they will be pleased to receive trade catalogues and technical literature. Representatives by appointment only.

PRACTICES AND PARTNERSHIPS WANTED AND AVAILABLE

Midlands. Busy and successful country practice with offices in two of the smaller towns, for sale. Wide variety of work in hand. Box 146, c/o Secretary, RIBA.

Fellow has small pleasant practice for disposal. North Cornwall. Well furnished offices. Rent reasonable. Adequate work in hand. No capital required except for purchase of furniture etc. on agreed valuation. Existing small but efficient staff could be retained. Box 147, c/o Secretary, RIBA.

Associate wishes to dispose of partnership in established practice in East Anglia. Box 151, c/o Secretary, RIBA.

Associate (43), returning from four years' Australian experience (hospitals, university buildings, etc.) seeks partnership or post with prospects of partnership. Own car. Some capital available. Box 152, c/o Secretary, RIBA.

Associate (age 40), 22 years' experience in well-known private offices in London particularly on hospitals, seeks partnership or position leading thereto with a London firm. Some capital available. Box 153, c/o Secretary, RIBA.

Owing to the sudden death of **Mr Marshall Harvey** [*L*] his practice at 36 Station Street, Sittingbourne, Kent, is now for sale. There is a house available, and an office which is on the ground floor. All inquiries to be addressed to Messrs Harris and Harris, Solicitors, Sittingbourne, Kent.

Architect (36), wide experience in industrial and commercial field, at present staff architect to group of companies, seeks partnership in private practice or willing to purchase thriving practice engaged on any type of work. Location immaterial. Box 155, c/o Secretary, RIBA.

The Royal Institute of British Architects, as a body, is not responsible for the statements made or opinions expressed in the JOURNAL.

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Christmas 1960

ABS Christmas Cards, 1960

This year a single design, by Mr Herbert Spencer, will be offered. It will be printed in three colours, blue, gold and red backgrounds, with the RIBA badge left in white, size 6 ins. by 4 ins. The cards will cost 1*s.* each or £4 per 100.

Overprinting with the purchaser's name and address can be done at the rate of 30*s.* per 100, and orders can be taken up to the end of September for overseas members, or up to 21 November for members in this country. Overseas orders will be dispatched post free if they are received in sufficient time to be sent by surface mail. Please order generously and benefit the ABS.

Book Reviews

The Development of the Architectural Profession in Britain.
By Barrington Kaye. 8¾ in. 223 pp. University College of Ghana and George Allen and Unwin. 1960. £1 1*s*.

With the self-questioning evident among a wide circle of British architects, the profession's concern with its future and status and the recommendations of the Oxford Conference on Education, still the subject of lively debate, this book could hardly have appeared at a more appropriate time. It will be turned to by all those involved in the current problems of the profession, for in great measure it explains, by following the paths which have led to the present position, many of the difficulties and uncertainties facing them.

The book deals with the development of professionalism in architecture during the 19th century in considerable detail; architectural education up to the 1945 *RIBA Report* is accorded a well-documented account; competitions are discussed, the Registration movement and the Acts themselves given concise but thorough treatment, and the foundation, aims and influence of architectural societies, from the Architects' Club of 1791 to the Institute, covered extremely well. It is interesting here to be reminded of the provincial societies. The bodies which came into being at Manchester (1837), Liverpool (1848), Bristol (1850), Newcastle upon Tyne (1858) and elsewhere played an important and initially difficult role in establishing suitable professional standards outside the London area.

Four tables are appended to the book, listing (*a*) the number of architects recorded by the national census from 1841 to 1931; (*b*) membership of the RIBA from 1835 to 1945; (*c*) RIBA membership as a percentage of the total architectural population from 1841 to 1941; and (*d*) RIBA membership of the Registration Council from 1932 to 1948. In addition there is a commendably full bibliography.

Readily available literature on the development of the profession has been sparse, limited broadly speaking to M. S. Briggs's *The Architect in History* (1927); the concise but penetrating account in Carr-Saunders's and Wilson's *The Professions* (1933); the Institute's centennial volume, *The Growth and Work of the RIBA* (1934); and the survey of the 18th-century profession prefacing Howard Colvin's *Biographical Dictionary* (1954). Now a comprehensive account of the profession over the last 150 years is available in Dr Kaye's book.

The term 'profession' is used generally in its strict sense, and although the book sets out to trace, according to its jacket, 'the professional activities of architects in Britain. . . . Beginning with the medieval master-masons', it is with the 19th and present centuries that it is most concerned. Of some 160 pages of text, 22 are allowed for the period extending from medieval times to the late 18th century. Such a limitation is, of course, justified and the resulting concentration on 19th- and 20th-century developments makes the book more valuable than a broader survey might have been.

There are, as it were, two facets to the book. One is the detailed and annotated chronology it gives of major professional events. The other is provided by the author's thesis as to why professionalism in architecture arose in the 19th century and took the form with which we are familiar today.

Dr Kaye defines 'Works of Quasi-Art' as those 'which were intended by their makers to be judged by both aesthetic and non-aesthetic criteria, but in which the aesthetic criteria were generally held to be the more important' and 'Works of Applied Art' as those 'which were intended by their makers to be judged by both aesthetic and non-aesthetic criteria, but in which the non-aesthetic criteria were held to be the more important'. It is his purpose 'to demonstrate that the development of the architectural profession in England in the 19th century was dominated by an attempt by architects to transfer architecture from the category of applied art to that of quasi-art'. This aggravated what he terms 'the fundamental architectural dilemma of artistic autonomy' and led to familiar manifestations of 19th-century professionalism – the architect's dissatisfaction with the competition system as it then existed, the rise of formal training and, indeed, the concept of the closed profession.

Here some readers may be uneasy, not because Dr Kaye's thesis is invalid – for there can be no doubt that the architect's desire for artistic autonomy in a commercial, middle-class society influenced the development of professionalism as we know it and became, of course, overtly manifest in the famous 'Profession or Art' controversy of the 90's – but because of the emphasis he places on it. The impression is given that it was the *pre-eminent* influence on the rise of professionalism. To present a balanced picture, more should surely be said about the character of 19th-century patronage and changes in the building industry, neither of which is without relevance. The rise of the general contractor (interestingly, and perhaps significantly, contemporary with the establishment of early 19th-century architectural societies) is not mentioned.

Dr Kaye believes that today the dilemma of artistic autonomy has been resolved. He accepts the modern architect as a technologist and states: 'the public is justified in regarding the architect, however he may regard himself, as a kind of engineer. . . . Given the requirements of the site, of the development plan, of the building regulations, of the function of the intended building, and given the findings of building research into the nature and stress-bearing qualities of this and that material, it is possible to envisage a building in which no decision was taken that could not be justified technically. Such a building . . . would fall into the category of "non-art" ', to be judged 'solely by non-aesthetic criteria'.

It is of course possible to visualise buildings in this category for they have always existed and presumably always will. Nevertheless, the fact remains that a great many modern buildings, ostensibly unequivocably 'functional', *do* involve an often considerable range of purely aesthetic choice.

Architects have frequently tried to explain their work in rational terms. What seems to be true today is that at last they have succeeded in convincing their clients and the public that their rationalisations are valid.

These points are minor ones and the fact that they are mentioned here gives some indication of the thought-provoking nature of a generally convincing thesis. Whereas its few inconsistencies may spring from the fact that Dr Kaye is not an architect, its value lies also in this and in the objective approach which its author is thus able to make.

The final paragraph of the book suggests three possible roles for the Institute in the years to come: 'a trade union, bargaining with the Government for higher standard salaries and using its monopoly position to do so'; 'an association concerned with the maintenance of a traditional code of conduct'; or 'a club'. There would seem to be a fourth possibility – that the Institute will exist for what was referred to on its foundation as 'the advancement of Civil Architecture'. Is there perhaps a lesson for us in the fact that this alternative is not apparent to Dr Kaye and presumably many others outside the profession?

FRANK I. JENKINS [*A*]

A Testament.
By Frank Lloyd Wright. 12½ in. 256 pp. illus. New York: Horizon Press. London: Architectural Press. 1959. £3 10*s*.

A Testament consists of two parts: 'Autobiographical' and 'The New Architecture', which correspond to Wright's earlier works: 'An Autobiography' and 'In the Nature of Materials'. It includes a selection of black-and-white photographs of his major works and a number of small-scale plans and sections. But the essence of this work is not in the pages of words, the photographs or the buildings.

'We fashion clay into a pot; but it is the nothingness within the walls of clay that gives the vessel its usefulness.

'We pierce the walls of a house to make the windows and doors; and their usefulness consists in their being fitted round nothingness.

'Thus we profit not only by what is, but by what is not.'

Wright often acknowledged his indebtedness to Lao-tze, and so throughout his work, as in this Testament, it is what is not said that is to be valued.

Throughout his life, Wright fought to create a radically new framework for human existence. But as fast as he described viable new worlds, science moved faster so that towards the end of his life, democratic vistas of Whitman were being rivalled by space-fictions of Verne. The deserts, as well as supporting a Taliesin, sprouted towers for oil, missiles, atomic devices and space rockets. The possibilities of Wright's dreams were overtaken by the realities of others' nightmares.

The Testament itself reveals this growing contradiction and confusion between Wright's ideals and the world of his later years. The serenity and beauty to be found in 'An Autobiography' is not here. The Mile-High Illinois for a population of 130,000 and a rentable area of 13 million square feet is a far cry from *Romeo and Juliet* – the windmill for Aunt Nell and Aunt Jane.

BRUCE MARTIN [*A*]

Rebuilding Our Cities

The Papers discussed at the British Architects' Conference, 15–18 June 1960

The County of London

by Hubert Bennett [F]

A. The planning problem

At the present rate of redevelopment one half of the London scene will have been replanned and rebuilt by the turn of the century. The most important factor in the timing of this reconstruction will be outside the control of the planning authority; in fact, the London that will emerge will result from the Council's efforts to weld together some half-million planning applications.

It has been said that it is the responsibility of the architect to look both backwards and forwards. His backward look should have regard to the buildings of architectural merit and historical importance to ensure that the quality of the townscape is not to be impoverished by the needless destruction of the outstanding buildings of the past, and his forward look should be directed towards the areas of reconstruction rather than to individual buildings; at the same time each building project should individually be the best that the profession can provide.

The Council is well aware of the rapid development of new techniques in building and of the difficulty in reconciling old and new and has recently set out its views on this difficult architectural problem in terms of the general desire on the one hand to maintain and enhance the special character and quality of London, and on the other to live in the 20th century.

So far as architectural design is concerned, the Council, as planning authority, directs its attention primarily to town design. It looks for what is good of its kind and worthy to take its place in the chosen setting. Good architecture cannot be created through the negative medium of control; a rigid aesthetic standard arbitrarily applied can only lead to sterility in design.

The problems of neighbourliness, co-ordination of one development with another and with public improvements, the safeguarding of amenities, respect for the character of an area and for important civic and other buildings are all matters that demand consideration, and are much more difficult to resolve in the town than in the countryside. The architect is often unaware of developments impending in the vicinity of his site. The Council firmly believes that consultation at the earliest possible stage between the architect and the Council's officers is most fruitful. It is at this stage that the client's requirements and the setting of the project in its environment can best be resolved.

The Council nevertheless has its own convictions on the subject of design and in the more positive sphere of its own building programmes for housing, schools, and other works, has made its own contribution to present-day architecture. The need for full consultation among all concerned at an early stage is shown in its firm belief in the value of team-work between architects and planners and the Council's attitude to architecture is clearly demonstrated in the resulting buildings.

In its work in comprehensive development areas the Council has had the opportunity to encourage positive planning and design and three-dimensional plans for the areas are prepared by the Council to guide development.

In central London, the considerations involved in major redevelopments are often so complex that here also the Council may prepare advisory three-dimensional plans for large areas in order to explore the possibilities offered by

Panorama of part of central London from the Victoria Tower, Westminster

redevelopment and to assist developers and their architects to discover the most suitable development for their sites.[1]

As a profession we are well aware that urban renewal is not just a matter of reports and drawings, nor a matter of planning standards and controls. Essentially it is a creative and constructive effort combining aesthetic and practical values. The public demands on space are enormous and this is our most scarce and important commodity. More than ever will we travel about above and below ground and in a process that will never end; three-dimensional planning in its best form cannot be produced without planning many years ahead. At the same time, under existing planning legislation, three-dimensional plans can have little validity except in relation to the Council's own development.

Planning today requires the recording and analysing of all aspects of contemporary life, the work and leisure of a great capital, the changing pattern and a study of future trends.

Today London faces two major problems:

(1) Congestion at the centre.

(2) Urban renewal in the twilight areas.

The basic reason for London's growth is its position both nationally and internationally as the focus of trade, commerce and finance.

[1] See London Plan, 1960, Development Control.

The changing face of London: rebuilding in the City (*photograph by Michael Peto*)

Rebuilding is taking place in a greater volume than ever before and unless carefully controlled and restricted in the central areas, and encouraged in the middle and outer parts of the metropolis, the present intolerable congestion will steadily worsen.

This problem is closely related to the volume of existing development and the existing permissible plot ratios for redevelopment which, although reduced in 1957, are still much higher than ratios permitted in a number of other capital cities.

Another important need in solving the problem of congestion is a radical improvement of the road system, which is, of course, part of a national motorway system, and the magnitude of this problem alone in traffic engineering, the disturbance of property and public services requires an impetus far beyond anything yet undertaken. No less than 3,000 additional dwellings will be needed to rehouse people displaced by road improvements proposed for 1960–72.

The ideal traffic solution based on engineering research cannot be divorced from other planning considerations and the Nugent Report on London roads has said that there must be team-work between engineer, architect, town planner and valuer in order to see the traffic needs against the broad background of the lives and well-being of the inhabitants. Motorways and limited-access ways must not be allowed to destroy the neighbourhoods and communities.

Car parking off the street is a major aspect of road improvement and all but the short-term parker in the secondary roads must surely be housed within buildings or in multi-storey garages established in the Central Area.

Instead of continuously destroying the London scene (and we have lost 62 listed buildings in the last few years), we should free the roads from the clutter of parked vehicles and use them without such a waste of street capacity.

The need for a more highly developed use of precinct planning, a principle that was set out in the Advisory Plan of 1943, remains more than ever necessary today. This principle developed in various ways should separate the pedestrian and the vehicular traffic in all areas of major development.

The essentiality of maintaining a proper level of resident population, if London is to retain its character as a living city, means a policy of encouraging more houses to be built at the centre and a policy of restraint on the growth of other uses in central London.

Surrounding the centre is that large belt of obsolete property. The problems of transforming these decaying areas can only be met by comprehensive replanning on a great scale. The lack of open space, the non-conforming factories, the high population densities, give us problems just as stubborn as the congestion at the centre.

Unless these twilight areas are transformed and made into attractive places to live in, the young families will depart. The process of remedying the defects of the middle belt leads to a problem of overspill of population as the acceptable densities on redevelopment cannot absorb all the people living in the houses to be demolished, after open space requirements and educational and other standards have been added.

As the outer parts of the County of London are already substantially developed the Council is forced to look outside the County and in the last few years has reached agreements under the Town Development Act, 1952, with a number of authorities in the region.

At the same time it must not be forgotten that the Council, as planning authority, has to deal with some 14,000 town planning applications annually, keeping a watch on the many conflicting interests that only the complexities of planning can provide.

B. The financial aspect

Having regard to the availability of labour and materials, technical staff and the capacity of the ratepayers to carry the additional burden which flows from planning proposals, the Council in 1951 accepted an average gross outlay of about £27 million a year.

During the first eight years of the Plan this figure was actually expended. Approximately two-thirds of this was devoted to new housing and one-fifth to new schools and other educational work. In reviewing the next 12 years, 1960–72, and having regard to higher building costs, it has been assumed that a sum of £360 million will be required in all, i.e. an average of £30 million per year.

Should the Council undertake a New Town the expenditure might rise to a peak of about £6 million a year, in addition to the £30 million mentioned above.

Of the £360 million which forms the basis of programming in the next 12 years, 1960–72, the Council is already firmly committed to about £135 million through its approval of specific capital estimates.

C. Special problems of the central area

(1) *General:*

Almost all of London's national and international government, business, cultural and entertainment activities are to be found in the 8½ square miles broadly enclosed by the main railway termini from the City in the east to Westminster in the west and parts of St Pancras in the north to Southwark in the south.

Since the relaxation of building controls in 1954 planning applications for development have steadily gained momentum until it can be said that London today is renewing itself faster than ever before. These boom conditions have brought more and more employment and traffic to the centre and without planning restraint it is clear that all essential activities and movement will be threatened.

When the Plan was prepared in 1951 'plot ratio' control for offices, commerce and industry was introduced and protective measures were taken in 1955 to protect existing uses, particularly residential and places of assembly.

(2) *The* 1957 *Plan to Combat Congestion in Central London:*

In 1957 the Council published its findings on the concentration of activities within the Central Area. These pose some of the major problems on replanning London, arising from:

(i) a relentless pressure of office development which threatens residential uses, theatres, cinemas, restaurants, clubs and hotels;

(ii) a dwindling resident population and growing numbers who have to travel long distances to work;

(iii) the necessity for continued improvements in the public transport system and measures of various kinds to keep the traffic moving at reasonable and more economic speeds.

To deal with these problems a new policy was adopted, aimed at:

(1) restricting the area in which large office buildings might be permitted in central London;

(2) stimulating the provision of living accommodation in the centre;

(3) preserving the character of central London.

Buildings in the Central Area cover 3,014 acres and have 9,013 acres of floor space, giving an average density of 3 : 1. Around the Bank of England the very high densities throw up ratios of 7 and 8 : 1, whereas the average bulk densities for a large surrounding area are between 5 : 1 and 7 : 1. In the West End the principal shopping streets average 7 : 1, with 3 : 1 and 5 : 1 between them.

By contrast the rebuilding of Berlin is limited to a plot ratio of 1 : 1.

All new building in the Central Area tends to increase employment and traffic, and with two and a half million people working in the County and approximately half of these in the Central Area, this is a very real problem and the main cause of congestion.

Employment trends show:

(i) an overall increase in numbers of people employed. The 1951 census showed that the total number of jobs was then about 1¼ million and it has risen by about 15,000 a year since;

(ii) business activities have moved westwards from the City to the West End and beyond;

(iii) office employment is becoming the increasingly dominant occupation.

(3) *Highways and car parks:*

Owing to the limited national investment in highways since the war, road capacity in London, as elsewhere, has not kept pace with the increased traffic. More vehicles enter and move around the area and journey times increase.

The Council's planning standards for parking and loading facilities in new buildings help to relieve congestion – 16,000 car-parking spaces have been provided in new buildings since the war – but the parking problem can only be controlled by underground and multi-storey garages.

Over four-fifths of the proposed expenditure on road improvements in the County during 1960–72 will be in respect of the Central Area. If a network of car parks were also provided, road congestion would be considerably eased.

The Report of the Committee on London Roads which was presented to Parliament last July contained a reservation by the London County Council Members on Car-Parking Policy. The view of representatives of the Council, including members and officers, was that the need for a comprehensive system of car parks in inner London was so urgent that a definite programme for their building within the next seven years should be agreed between the Government and the local authorities concerned, and that the Government should be ready to give financial support for the programme to get it under way.

Unless this is done, it is believed that it will not be possible to achieve the agreed objectives of clearing the streets of indiscriminate parking and securing necessary improvements in traffic flow within a reasonable period of time.

The problem is one of considerable magnitude and difficulty. Some 30–50 multi-storey car parks holding up to 500 cars each may well be necessary to clear up the problem of parking in inner London.

Full provision for all present long-term parkers in inner London could involve car parking for 30,000 cars, involving capital investment of some £45 million.

If the car parks are to be provided in the next seven years, the bulk of the expenditure would be incurred over a period of, say, five years, and some of the inner London local authorities might well be faced with grave difficulties in raising the necessary capital.

The Council representatives considered that in the long run multi-storey garages supported by receipts from parking meters should require no further aid from public funds. But this is not likely to happen until indiscriminate free parking on the highway can be prevented, which in turn cannot be secured until some, at any rate, of the garages are provided. During the initial period, however, while the area is being completely covered with a network of multi-storey garages and before full enforcement is practicable, the garages may be only half full and in consequence cannot hope to be self-supporting.

To date private enterprise has provided few multi-storey garages and although more would be welcome, development cannot be expected to mature until an economic return is assured.

There is no method of securing that garages erected by private enterprise would form a complete network.

Local authorities must be ready to start the operation before it proves economic, and also to fill the gaps which may be left. This may well mean that they will be left with the financially less attractive sites. They may also have to provide capital to purchase sites even when private enterprise is willing to erect the buildings.

Unfortunately, the necessary sites in London can only be provided by demolishing existing buildings and the acquisition of sites under compulsory powers is a long-drawn-out process.

The Council's representatives therefore believe that unless, at least in the initial stages, the Government is willing to give financial support in whatever form may prove necessary to a specific programme for the provision in inner London of multi-storey garages by local authorities, the garages may not be built in the numbers and at the speed which the circumstances require.

It is considered, therefore, that the Government should be prepared to make some contribution to the local authorities undertaking the initial financial risks which an enterprise of this magnitude involves.

(4) *Decentralisation of offices:*

The planning applications for new office buildings during the past few years have arisen from several causes – overall growth of office work, replacement of war-damaged office buildings and the replacement of obsolete office buildings, which has been encouraged by the operation of Third Schedule rights of redevelopment. Thus, when restrictions were relaxed in 1954 and there had been virtually no new office building for 15 years either for normal replacement of buildings or for war damage replacement, it was natural that there should be a building period of great activity. The policy of the Council therefore is to limit new offices in the Central Area and encourage decentralisation of offices as much as possible.

This concept involves taking office work to where the office workers already live, either in the suburbs or to new and expanding towns.

An example of this planning policy has already been set by the Government, who have relocated 38,000 staff who would otherwise have been accommodated in Central London.

It has been calculated that the capital cost per head of accommodation in the country may be anything up to £1,000 less than the cost of comparable accommodation in the centre. Furthermore, the net saving in total operating costs of decentralised staff is about 7½–10 per cent per annum. The workers in suburban or country offices enjoy many benefits, including the avoidance of long, wearisome journeys to and from work, thus giving them more leisure.

The construction of new offices in the suburbs can often facilitate major redevelopment projects for old district centres. The increased day-time population adds life to these localities instead of adding to the deadening effects of overcrowding in the centre.

This policy also greatly assists the transport undertakings, reducing peak traffic flow and providing movement in the reverse direction.

By comparison, industrial and commercial warehousing use are in decline in the Central Area, but it is here we find the greatest concentration of London's shops, approximately 30 per cent of the retail shops being in Westminster and St Marylebone alone.

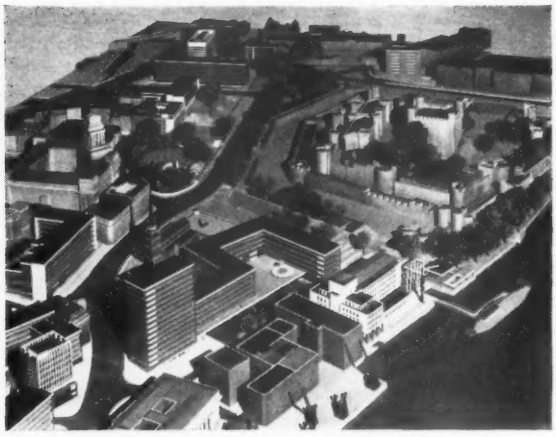
D. Areas of special interest

The maintenance of areas of special character and the preservation of buildings of architectural or historic interest poses a major problem. Insensitive development can destroy them. The Council has defined six special areas, i.e.,

The area surrounding Buckingham Palace
The Government and Commonwealth Precincts
St Paul's Precinct
The area surrounding the Tower of London
The Inns of Court and the Temple
The University of London and the British Museum

and wherever possible the exclusion of traffic from these areas is being undertaken.

In addition to those areas of special character defined in the Plan, many natural groupings of different uses and activities occur throughout the Central Area. All these areas and



Model showing the joint LCC–City scheme for the redevelopment of the Tower of London Precinct. Roads, buildings and pedestrian areas are carefully sited in relation to the Tower and the Church of All Hallows

precincts require the most careful handling, whether they be used as centres for finance and banking or for entertainment, restaurants and cafés.

Three of the major teaching hospitals as redesigned will take on the character of precincts when rebuilt: St Thomas's, St Bartholomew's and Guy's.

The 18th-century squares and terraces provide a substantial element of the residential areas in central London. They are of great quality and require comprehensive schemes of redevelopment to maintain their special character.

The amount of new residential accommodation built in central London since the war is small. The authorities have built about 7,500 dwellings and private enterprise about 2,500. The most important proposal in the Central Area is the Barbican and Bunhill projects, which together will provide a new residential community for some 10,000 people.

Apart from the permanent residents there is a considerable demand for hotel and similar accommodation. Every year about 1,400,000 people from other parts of the country spend a holiday in London and about 1,000,000 foreign visitors spend part of their time in London.

Entertainment and the arts are protected uses as an essential part of London life, and planning proposals are now being prepared to redevelop the Covent Garden area, which could among other things provide a better setting for the Royal Opera House.

The Council's aim is to prevent theatres from being displaced by offices and many applications for their demolition have been rejected since 1955.

E. Areas redeveloped in a comprehensive manner

The most significant advance in town planning in London in the last 15 years has been in the comprehensive planning of nearly 6¼ square miles of the County and the next 12 years should see the completion of these development schemes and the beginning of many others.

Comprehensive development occurs in a variety of ways: Roehampton and Abbey Wood as residential neighbourhoods in underdeveloped areas; Stepney and Poplar, Bermondsey, Pimlico, St Pancras and Lansdowne Way, Lambeth in obsolete and war-damaged residential areas.

At the Brandon Estate, Southwark, and Warwick Crescent, Paddington, the proposals combine a programme of redevelopment and rehabilitation to preserve the best of the past.

The proposal to rebuild St Thomas's Hospital on an enlarged site by moving major roads is truly comprehensive in its conception.

The reasons for such a large amount of comprehensive development are very clear: extensive war damage; blight and decay; the demands of a higher standard of living in housing densities; larger school sites; more open space; public buildings and better roads: all these factors clearly demonstrate that requirements cannot adequately be met within the old street pattern or the fragmentary pattern of land ownerships.

Proposals by individual developers on adjoining sites and in co-operation with the planning and highway authorities become in effect reconstruction areas, as in the proposed redevelopment of the Stag Brewery and adjoining sites in Westminster. All these examples of comprehensive development must fall into the County's overall planning activities. Priorities have, however, retarded reconstruction in the Central Area while housing and schools in the middle belt have been pressed forward. It is in the middle belt that reconstruction in the widest scale is needed and it is in these areas that the problem is often commercially unattractive. The difficulties are high densities, open space deficiency and workshops and factories mixed in with houses, and wholesale reconstruction is the only real answer to create a new and more attractive environment for urban living.

The Council, as planning authority, receiving preliminary inquiries, is informed of impending developments and is always on the alert to foresee the possibilities of concentrations of development. In addition the Council is kept informed of proposals of the borough councils, Government Departments, statutory undertakers and national utility boards, long before town planning applications are submitted.

When it appears that closely related redevelopment is imminent in an area, an overall solution is prepared. Preliminary consultations are undertaken and the various potential developers are brought together. The original plan is modified and refined as new facts and requirements emerge. What is most important is that at all stages, the scheme must express the planning requirements in terms of a satisfactory and three-dimensional design.

Comprehensive development does not usually arrange itself into convenient timing, therefore the time-scale of programming of development is of great importance. Comprehensive planning has achieved economies to the community and much greater efficiency, and is the only way of making redevelopment coherent in terms of London as a whole. At the same time it should be emphasised that it does not necessarily produce good architecture.

The early planning stages may, as a result, take longer and be intricate, difficult and often frustrating, but in this day and age, pre-planning is an essential in urban renewal as in industry, and it is the end product that we have to live with, a product which must make a contribution to urban character.

F. Examples

(i) Stepney/Poplar
(ii) Warwick Crescent
(iii) Elephant and Castle
(iv) Cromwell Road and Hammersmith fly-over.

F. (i) Stepney/Poplar

Background

Stepney/Poplar is, as everyone knows, the heart of London's East End, where working people both live and have their employment. This has been so since the beginning of the 19th century, when the building of the docks, industrial expansion and the building of the railways led to its rapid growth and to the engulfing of the village communities of Stepney, Bow and Poplar which form the basis of the Stepney/Poplar area. It is a heterogeneous area, illustrated by the many trades carried on there, the many peoples who have immigrated there at different times and the variety in the type and character of its buildings, all resulting in the vigorous community life which is typical of the East End. The consequent jumble of old cottages, workshops, factories and tenements, together with traffic congestion and the lack of open space presented the main problems of the area when the war laid waste some 280 acres.

Plans for the area

The 1939 population of 217,000 was about halved by the casualties and evacuation of the war. In 1943 the County of London Plan advocated the comprehensive reconstruction of Stepney and Poplar in order to deal with the effects of 'blitz and blight'. In July 1945 the Council accepted the task and in 1946 applied for a Declaratory Order under the 1944 Town and Country Planning Act for an area covering three square miles stretching from Aldgate to the River Lea and from Bow Road on the north to the docks on the south. After the public inquiry the Minister excluded some 600 acres of land, mainly not severely war-damaged, and confirmed the Order over 1,312 acres (approximately two square miles), trusting that the Council would continue to plan the area as a whole. In the 1951 Development Plan, submitted under the 1947 Act, the Declaratory Area became the Comprehensive Development Area and the excluded areas were defined as Supplementary Town Map Areas, the whole three square miles of the original scheme being called the Planning Area.

1951 Plan

The 1951 Plan set out in great detail the changes in the pattern of land use which were necessary to achieve better living conditions and unravel the muddle of congested factories and houses. Areas were allocated for the regrouping of commerce and industry adjacent to railways, canals and docks and certain main road proposals were included to facilitate the flow of traffic from the Thames tunnels and docks and to improve certain intersections. In the remaining areas reconstruction was to take the form of eleven new neighbourhoods each containing its proper complement of schools, local shopping, open space and other social services, and planned to discourage through traffic. The neighbourhoods were grouped into the three traditional communities of Stepney, Bow and Poplar for the siting of major shopping centres, large parks and secondary schools. The residential density for the area is 136 persons per acre and the total open space standard is 3·6 acres per 1,000 persons, made up of 2½ acres per 1,000 of zoned open space, 0·75 acre per 1,000 of amenity open space within the housing sites and 10 per cent of the school sites. The statutory 25 inches to one mile maps are augmented by 1 to 1,250 neighbourhood layouts and models which are prepared as a guide to redevelopment and are approved in principle by the Council.

The rebuilding of Stepney/Poplar has been guided by the proposals in the Plan and a 'New Town' for 100,000 people is gradually emerging from the slums of the industrial revolution and the rubble of the war.

Progress

The London County Council and the two borough councils own or have powers to acquire some 470 acres in the Comprehensive Development Area. Since the war 9,600 new dwellings have been built, while 2,100 dwellings mainly built between the wars are to be retained, making a total of 11,700 permanent homes in the area. Nine new schools had been built in the Planning Area between the war and 1955, but it has not been possible to build any of the seven schools programmed in the first period (1955–60) of the plan due to financial restrictions. Public open space is the largest new element in the plan: the 42 acres of existing open space in the Planning Area is to be increased to 268 acres. Up to 1955 the main achievement was the 13 acres of new park known as King George's Fields, laid out with the generous assistance of the National Playing Fields Association. During the first period (1955–60) a further 28 acres were programmed, but up to the end of 1959 only 3 acres had been realised. A big effort is being made to catch up and it is hoped that a further 20 acres will be laid out by the end of 1960. Two main road improvements will be completed during 1960: the northern entrance to the Blackwall Tunnel and a new road between West Ferry Road and East India Dock Road.

At Warwick Crescent, Paddington, a whole new neighbourhood will be created with housing for over 1,000 families, community buildings and a new 7-acre park

The next stage

Although neighbourhoods 3 and 9 are nearly completed and there is a great deal of redevelopment everywhere, much remains to be done. In the next seven years, up to 1967, it is planned to achieve 100 acres of new housing, 40 acres of new parks, 13 new schools, a new roundabout at Gardiner's Corner, Aldgate, together with commercial redevelopment, the completion of Chrisp Street shopping centre and the building of a new community shopping centre at Watney Street, Stepney. When this seven-year plan is completed there will be seven new neighbourhoods in the East End and the building of the others will be far enough advanced for a completely new environment to have come into being.

Problems

Although good progress has been made with land acquisition and housing, development has been unbalanced. Until now only that part of Lansbury built of the 'Live Architecture' Exhibition in 1951 has actually been *constructed* comprehensively. That is to say, the schools, parks, shopping centre have been built at the same time as the housing and no derelict sites remain. In other parts of Stepney/Poplar this is not so because the construction of new schools, the layout of open space and development for commercial purposes have all been severely curtailed during the first period of the plan by economic restrictions imposed by Government policy. The position has recently improved and the seven-year plan seeks to redress the balance.

The cost of comprehensive redevelopment is a major problem aggravated by the fact that there are no longer special grants for the purpose as there were under the 1947 Act.

F. (ii) Warwick Crescent

Warwick Crescent is part of the decayed middle belt of early Victorian property which is at the end of its useful life, and forms part of a much larger area running on either side of the Western Region railway main line from Paddington out to and beyond the County boundary. The Council is tackling the problem in this general area in a number of different ways. To the west, Kensal New Town is being defined as an Area of Comprehensive Development and in Town Ward, Paddington, special efforts have been made to secure a comprehensive redevelopment without taking special powers. It has been possible to deal with Warwick Crescent itself almost entirely under the Housing Acts and full Comprehensive Development Area procedure has not therefore been necessary to achieve a proper redevelopment.

The Warwick Crescent area comprises some 44 acres immediately north of the Western Region main line and Harrow Road and is bounded on the north by a canal which, at the eastern end of the area, runs into a basin commonly called 'Little Venice'. While property in the area is generally very poor, that at the eastern end, near Little Venice, is in

better condition and is capable of rehabilitation. War damage in the block immediately overlooking the basin has made the task of rehabilitation here very difficult, however, and the possibility is being explored of designing a suitable block to replace this terrace which will retain the former scale and character but will be in more modern form.

The greater part of the area is unsuitable for rehabilitation and at a very early date it was realised that if a proper redevelopment was to be achieved with a balanced mixture of open space, education and other social provision, a considerable overspill of population would be inevitable. Warwick Crescent is the first large area where to implement the Development Plan the Council has had to set about a full-scale clearance of standing property occupied at a higher density than the plan allows. This problem, involving very heavy displacement of population, can only be tackled in conjunction with the expanded and New Towns policy and the two must proceed together if any real progress is to be made.

A number of town planning problems have been faced and solved in the scheme, including the need to provide an adequate standard of new open space. This is a particularly difficult problem in an area where there is a severe overspill problem, but provision has nevertheless been achieved to the standard of 2½ acres per thousand for the area as a whole, including the Brindley Road area, which lies between Harrow Road and the railway.

It has been important not to look upon the redevelopment as just a housing operation in isolation and provision has also been made for two expanded school sites, an old people's home, a fire station and shops. This provision of a balanced allocation of land uses has resulted in there being only about half the original area available for new housing – a feature which is not now unusual in areas of this type. New housing takes up 21·93 acres, rehabilitation 5·44 acres, new public open space 8·7 acres, schools 3·7 acres, an old people's home 1·03 acres, and a fire station 0·8 acre. There are three public houses which occupy 0·301 acre and road widenings account for 0·6 acre. Churches and an existing hostel, etc., account for the remainder of the 44 acres.

In the housing development the Council is providing some 1,100 dwellings at a density of some 140 persons per acre and it is estimated that in the region of 3,850 persons will be rehoused in the area as against a previous population of some 6,700 persons.

F. (iii) Elephant and Castle

When carrying out a major road improvement it is important that the whole of the surrounding area is dealt with as one operation. A good example of this is the Elephant and Castle in south London. The Elephant is one of the busiest and most complicated intersections in the County. Six main roads converge onto an important entertainment and shopping centre and apart from the very heavy road traffic there is a considerable interchange of pedestrians from the 26 bus services, the two underground stations and the main line station.

Already before the war it was obvious that some drastic remodelling of the road structure would be needed. The devastation of the war provided the opportunity and the Council had already prepared a Declaratory Order under the 1944 Act when the 1947 Act was passed and the area was defined instead as an Area of Comprehensive Development, covering 31 acres.

The proposals involve the virtually complete rebuilding of the whole area, the only building of any importance retained being the Metropolitan Tabernacle, which was badly damaged but has now been reconstructed as an integral part of the scheme.

The road intersection has been redesigned as a double roundabout with a five-sided and a three-sided end. Pedestrians are segregated from the road traffic by an extensive system of subways and it is hoped that these will be linked to a partially sub-surface shopping concourse.

Although the Council is compulsorily acquiring most of the land, it is intended that four of the seven major sites shall be leased to private developers for commercial use. Two are being developed by the Council and one by the Borough Council as a swimming bath.

The Council, as town planning authority, has been responsible for the basic design of the whole complex and for initiating and financing the very complex operations involved. Its main physical contribution apart from building the roads and pedestrian areas will be the development of the first two sites, which has now just started.

The first of these is the Draper Street Housing Estate, with its associated shops, public house, offices, garage and children's playground. The main elements are six-storey blocks and a 250-ft point block which acts as a climax to the southern end of the scheme.

The second is the London School of Printing at the north-west corner. This consists of two main elements set round an open court, a four-storey workshop block and a 170-ft point block housing class-rooms, laboratories and studios.

The commercial sites are being allocated in open competition. Developers and their architects are required to submit a design accompanied by a financial offer for the lease. The development of the commercial sites is subject to the most careful assessment of the architectural and planning merits of the schemes submitted and the financial offers.

It has been made clear that the Council is anxious to secure buildings of the highest standard of design and finish and that the financial offer, although important, is by no means the only criterion. Great importance is being attached to the degree to which the design fits into the evolving three-dimensional pattern of development.

The scheme selected for the development of the first site resulted in a grouping of offices consisting of three parallel interconnected blocks.

The proposals for the second site, the shopping centre on the long eastern flank, is at present under consideration and the result will be announced in a matter of weeks. The standard of design of the entries was extremely high and it seems reasonable to hope that this method of developing the area will produce results in design comparable to the Council's own work.

With the road work nearly half completed and the design of nearly half the buildings finalised, the Elephant and Castle is beginning to take shape. There is every reason to hope that this combination of public and private enterprise will be highly successful both commercially and architecturally and will serve as a pointer to the technique of solving the many similar problems that will arise with an expanding road programme.

F. (iv) Cromwell Road extension and Hammersmith fly-over

This improvement was planned some considerable time before the war although due to the national restriction on capital investment no road works were actually carried out within the County until 1954. Since the war the opportunity has been taken to add to the pre-war ideas a fly-over and a form of roundabout working through Hammersmith Broadway, but in the main it is the pre-war conception which has been followed.

The road is intended to provide a new link to London Airport and the west, bypassing King Street, Hammersmith, and Chiswick High Road. The Council's section, which is the subject of these notes, does not extend beyond Hammersmith. East of Hammersmith Broadway the new route, by widening existing local roads, has been extended to meet the viaduct over the West London Railway, which was completed during the war, and the West Cromwell Road, thus providing an alternative to Kensington High Street for Embankment and Knightsbridge traffic.

The scheme, which was conceived before town planning got into its stride, has had the effect west of the Broadway of separating the pleasant Hammersmith Riverside from the town centre and special subway provision has, therefore, been necessary.

It also cuts directly across existing property, but in the main it has been possible to repair the worst visual breaches opened up by the demolition works, by means of comparatively minor property works and planting, although the latter will take some time to mature. It has also been possible to establish two new small public open spaces on either side of St Peter's Church, which have a specific relationship to the road. On one of these is the sculpture which was commissioned by the Council from Karel Vogel and was unveiled last year. In laying out such open space, which has not only a local function but is also part of the landscaping of a new road improvement, the Council has been conscious of the need for particular care to be taken over scale, the space needing to be apparent as a whole from a passing motorist travelling at 40 m.p.h. but capable also of local use – though not, of course, as a children's play area.

The surface road and subway system in the Hammersmith Broadway area and eastwards are still not entirely complete and much work remains to be done, of course, on the fly-over and its environs. It will also only be possible to heal many of the urban scars by redevelopment. The insertion of new road schemes into an existing town pattern, particularly when the town planner has not been associated in the process from the outset, raises many difficulties. Primarily from an architect/planner's viewpoint there are the problems of scale, with the engineering structures competing with the more domestic scale of existing buildings, the need to secure open space buffers wherever possible, the question of amenity and local needs, and the importance of considering the road improvement at the design stage in its civic context and in relation to the associated reconstruction.

One feature of this scheme is that the Council has been able by influence, for virtually it has no real control, to make a start on the problem of dealing with street furniture and trim in a sound and comprehensive manner.

G. Progress

(1) *Housing*

During the early post-war years local authorities rebuilt 3,500 war-destroyed dwellings and repaired 60,000. By the 1950's Londoners were being rehoused at the rate of 50,000 a year.

In 1954, a record number of 11,672 dwellings was built. Outside the County, the Council built over 5,000 houses and flats a year between 1951 and 1955, and up to 20,000 Londoners were moving annually to more pleasant surroundings. These estates will ultimately provide 45,000 dwellings of which 42,000, accommodating about 150,000 people, have been completed. This compares with 125,000 proposed in the London Plan.

With the emphasis on rebuilding the inner areas (where more people now live than can be properly provided for) the need will be to provide for overspill outside the County.

In the period 1956–72 it is proposed to produce a total of 144,000 new dwellings. But about 88,000 dwellings will be demolished, so that the net gain will amount to some 56,000 dwellings.

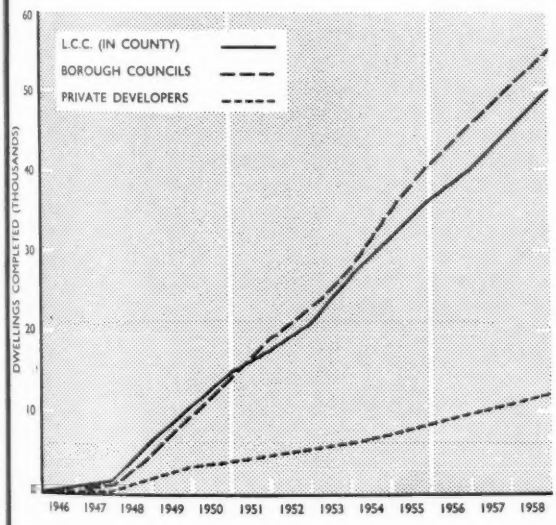
The eight Government-sponsored New Towns are planned to absorb 300,000 people, rather less than one-third of them to date from the County.

Under the Town Development Act, 1952, during the eight years in which the Act has been in force, the Council has negotiated agreements with 12 towns for the reception of population and industry from the County. This programme of housing and industrial work has now reached a figure of £11 million. The towns where houses are being provided are as follows:

Town	Houses to be provided	Distance from London
Ashford, Kent	4,250	54
Aylesbury	3,000	40
Basingstoke	3,500	48
Bletchley	3,000	45
Bury St Edmunds	1,500	75
Haverhill	1,400	56
Huntingdon	1,000	62
Letchworth	1,750	37
Luton Borough	1,000	32
Luton R.D.	1,400	32
Swindon	6,000	78
Thetford	1,500	79

Negotiations are also taking place with Peterborough for 2,400 houses and with Wellingborough for 3,000 houses.

Under the Housing Act, 1957, the Council is building 800 houses and associated factories at Edenbridge, Kent, 27 miles from London.



This diagram shows the numbers of new permanent dwellings built in the County of London by local authorities and private developers since the war

(2) *Education*

By the end of 1958, 28 county secondary schools (including 18 fully comprehensive) were completed, providing about 40,000 places. A further 15 (including eight comprehensive) are expected to be completed, providing 14,000 places, by 1961.

Together with the co-operation of the ecclesiastical authorities, who are providing 7,500 places, a total of 63,000 new places or 35 per cent of children of secondary age will have had new accommodation in ten years.

Additional primary school places have totalled 40,000 since 1951 and special schools for handicapped children 1,460 places, whereas expenditure on further education purposes has reached £2½ million.

The playing fields available in 1951 totalled 1,400 acres and have at present reached a figure of 2,200 acres. Under the standards prescribed by the Ministry of Education the aim is a maximum of 4,600 acres.

(3) *Transport*

In the Council's view, public transport should be maintained at its highest possible level, particularly if it is to compete with the private motor-car.

The primary reason why the road programme outlined in

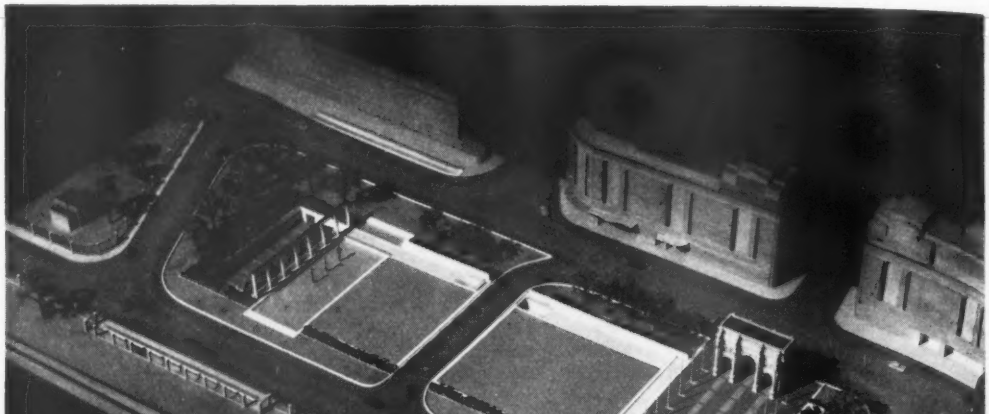
the 1951 Plan fell behind the schedule was the virtual absence of Government grant towards highway improvements for some ten years from the end of the war.

Since 1955 the rate of Government assistance has gradually increased and at the present time permits improvements at the rate of £6 million a year. A programme of this scale gives no scope for an ambitious plan of new highways, such as a system of independent motorways.

Although the greatest immediate benefit is obtained by the improvements at their worst spots on existing roads so that full use can be made of the remainder of the route, it is absolutely vital that detailed consideration must be given to the planning and design of a new road system on motorway principles, and these investigations are now in hand. Rehousing alone acts as one illustration of the immensity of the problem when it is realised that a £200 million road programme would require the rehousing of some 37,000 people.

H. National need for architect-planners

There are by now probably enough first-rate architects amongst the 18,000 members of the profession to raise the level of architecture in this country to a high standard. There is, however, a very great shortage of architect-planners with advanced training and experience. Yet from the point of view of the future of our towns, particularly their central areas, the contribution the skilled architect-planners could make is of the greatest consequence. The purely architectural work of an individual building is only one element of an architect's contribution.



This model shows details of the scheme for the reconstructed intersection at Marble Arch which is being carried out as part of the Park Lane improvement

New Circumstances demand New Ideas

by Arthur Ling MTPI [*F*]

During the last two or three years there has been an increasing amount said and written about urban renewal. We are in the opening phases of a complete reshaping of our old towns and I think most of us are concerned at the confused, hesitant beginnings that have so far been made. The problems do not yet seem to have been properly analysed. We are not clear about the form of the new city we wish to achieve, and the administrative procedures and financial arrangements are as inadequate as our technical approach. The reconstruction of an existing city is a most difficult problem for we are dealing with a live patient, not a corpse, and it is impossible to use the drastic bulldozer technique and start again. The process of renewal has to be built up by a series of small-scale bulldozer operations and the tendency is for each one of these to become an end in itself – a local improvement scheme with its boundaries dictated by the accident of property decay or neglect. The existing road pattern with a few improvements remains, and all that is achieved is a renewal of buildings, not a renewal of the town. There is no drastic reshaping to meet the social and technical problems of the next hundred years. We seem unable, in fact, to catch up with the present and there is certainly no allowance for the future. We talk about the separate elements of towns, slum clearance, roads, industry, housing and the way responsibility for these constituent elements is divided in national and local government encourages this.

And yet we have received encouragement to think comprehensively from the highest policy-makers and administrators. The Minister of Housing and Local Government, Mr. Henry Brooke, over a year ago referred[1] to urban renewal as 'the next major step forward' about which 'we have so much to

[1] Address to the Civic Design Department, Liverpool, 1959.

learn so quickly': and later Dame Evelyn Sharp referred[1] to the comprehensive development areas as 'an essential part of town planning and one of which the Ministry expects authorities to make greater use'. 'In the Ministry', she said, 'we are thinking hard how we can help authorities over all this . . .' And now we have a special urban renewal research group in the Ministry. This Institute has tried to focus attention on the problems by holding a symposium, the Royal Institution of Chartered Surveyors has set up a special study group, and there is a new Society (SPUR), the Society for the Promotion of Urban Renewal, which is drawing on all professions for support. All this activity is expressive of the alarm with which the developing chaos in our towns is viewed. The culminating event in recent months has undoubtedly been the public inquiry into the development of the Monico site in Piccadilly Circus, which revealed how difficult and uncertain was the position of even the largest and wealthiest local authority in the country in its attempts to secure comprehensive redevelopment in an area of international fame and significance.

The areas of peacetime devastation should now have priority

The special techniques and legislation devised for areas devastated by war have worked reasonably well, but the financial and legal inducements for similar progress in areas blighted by peace have proved to be quite inadequate. The insurance scheme against war damage meant, of course, that in blitzed areas the local authority did not have to pay compensation for buildings previously on the site; the costs of clearance had been partially met from national funds under the war debris clearance scheme; the values of land immediately after the end of the war were abnormally depressed, and special financial grants encouraged the local authorities to take quick action. These grants are still kept outside the block grant procedure whereas those for decayed areas have lost their identity. This has happened at a time when the need for urgent action has switched from the blitzed to the blighted area, when land values have increased and decaying properties particularly in commercial areas have assumed their potential value for rebuilding rather than their actual value. There has consequently been a transfer of initiative from public authorities to the private developer, but whereas the 1947 Act provided a basis for comprehensive redevelopment by the public authority there is nothing equivalent which will produce the same or better results on the basis of private enterprise.

Land ownership

It is by accident that in some cities land in central and adjoining areas is owned by the local authorities and this ownership is so piecemeal that it provides no consistent basis for a city rebuilding policy through leasehold control. An extension of public ownership of land on a scale necessary to bring into operation the comprehensive development area procedure is under present circumstances of high interest rates and increased land values made virtually impossible. The financial obstacle could be overcome if loans to local authorities for land purchase in comprehensive areas could be arranged so that the interest payable in the first three years was at a very low rate or waived altogether on the basis of a compensating higher rate in subsequent years. This would overcome the difficulty local authorities experience in meeting expenditure while the site is being cleared and the buildings being erected either by themselves or by private developers on a leasehold basis. The same principle would be necessary in respect of capital repayments. Once the rack rents or ground rents provide an income to cover loan charges experience had shown that there is no further difficulty. There might be annual losses where development was discouraged, but these are usually covered by increased income from sites which were exploited to the full.

[1] Address by Dame Evelyn Sharp, DBE, to the Town and Country Planning Association National Conference, October 1959.

A consortium of private developers

Alternatively, if the emphasis is to be on private ownership of land then it is essential that some way should be found of bringing all the private owners of land together to form a consortium. The patronage of private development at least in city centres is increasingly falling to fewer development companies, insurance companies, contractors and banks. Must there be haphazard competition between them for sites or property take-over bids, with a consequent haphazardness in town design, or can they find some way of working together? If not entirely on a voluntary basis, can the Government intervene in the same way as it has recently in the field of aircraft production when national interests are involved? The future of our towns and cities is, I suggest, sufficiently important for this. Unless positive steps of this kind are taken to secure comprehensive land ownership the possibility of design co-ordination will inevitably be deferred until a much later stage when prospects of success are negligible. For the negative powers of control under the Planning Act do not allow the local authority to require all developers within an area to submit their proposals simultaneously so that they have a chance to relate them to a comprehensive plan. There is a statutory time limit for each application of two months after which appeal can be made to the Minister. So the authority is forced to look at development on a piecemeal basis both in timing and in location and has no powers even if it has prepared a comprehensive plan to enforce such a plan, for the heavy compensation involved in suppressing development in one place cannot be recovered from increased development encouraged elsewhere. The rights under the Act have to be respected and this means that the same volume of building can be put back on the site plus a bonus of 10 per cent. In parenthesis I might add that this means greater floor space than before because the average height of rooms is less in buildings of this century than in those of the 19th century which they replace.

Compensation and betterment still a stumbling-block

The original 1947 Act attempted to solve the problem of compensation and betterment. Although some may feel that the system was never given the chance to succeed, the financial provisions of this Act are now so thoroughly dismantled that it would be unrealistic to suggest their re-enactment. But the stumbling-block of compensation and betterment still remains and is showing its effect in the way our cities are being rebuilt. Is this not the moment for some rethinking on planning legislation to meet the new conditions? Incidentally, if anything could be done to simplify administrative procedure this would be of great benefit to local authorities, who after the complications of the 1959 Act have found themselves with less planning staff and more work of a kind which is related to form-filling rather than to creative planning.

I have dealt first and at some length with the question of comprehensive land ownership because I think this is the starting-point for city planning. I am convinced that there must be large-scale ownership either public or private. I cannot recall any comprehensive town design that has been achieved in the past without such ownership. And if we do manage to find a way of recreating the large-scale ownership of the past I hope that there will be covenants in the leases so that the larger freehold has to remain intact while individual development takes place on a leasehold basis. We should be in a much better position today if the big private estates had not been broken up and we should endeavour to solve the problem of future generations while we are tackling our own.

Town and home ownership

The leasehold system of land tenure seems to me to give the right balance between the individual and the community or group interest. Home or building ownership can be adequately provided for on a leasehold basis related to the probable life

of the building, whereas the community or group interest is safeguarded by retention of the freehold. There is, I think, as much to be said for ownership of the town by the town (or the housing area by a housing association) as there is for ownership of the home by the householder. The leasehold system provides for this ownership at two levels admirably. If indeed it is wildly optimistic to hope that the private consortium I mentioned previously could be created, I see no reason why the local authority should not be assisted to assume the role of the large-scale landowner on a basis which will leave private enterprise the main initiative in development. Why not, for instance, turn all land in defined decaying areas ready for comprehensive redevelopment into leasehold land, the present owners being obliged only to pay a peppercorn rent to the local authority, who would hold the freehold ownership with leases automatically granted on a 999 years' basis? The peppercorn rent would continue indefinitely unless there was a change in use or accommodation to one of higher value which would entitle the authority to charge an appropriate ground rent. In this way the community would benefit from the enhanced values it creates. Alternatively, if comprehensive planning demanded a restriction on the land as compared with the existing use or accommodation the authority would be required to pay compensation. This idea is obviously rather naïve in its presentation, but the intention would be for the local authority to act as an impartial administrator of land without profit or loss to itself but making it possible for a comprehensive plan to be achieved.

The present situation demands a new approach of one kind or another. If private enterprise is to have the main initiative then it must accept and answer the challenge of how our city centres are to be rebuilt, so that they reflect a desire to create a civilised environment rather than merely an urge to secure a profitable investment. At present there is some resentment at the way in which the agents of property companies are searching out the sites where the development cream is rich for skimming. Civic pride is hurt, for the planning authority is liable to be blamed for anything that goes wrong. It is blamed by the public for not producing a comprehensive scheme or, if it has produced one, for not sticking to it. If it attempts to delay giving a decision on a proposal in order to make it more comprehensive it is blamed for frustrating the private developer in the pursuit of his legitimate aims. After all, the private developers are not breaking any laws in buying up old properties for redevelopment and it is the planning authority's job to give guidance provided they give it within a two-month period. Perhaps if the more far-reaching suggestions I have made for large-scale land ownership are not acceptable a compromise might be to have a new kind of private comprehensive development area for which the authority would be required to prepare a plan after receiving outline proposals from all those who had a development interest in particular sites, the two-month period for giving decisions being extended substantially to give adequate time for this to be done. The defect of this compromise would be that the plan would be inhibited by the problems of compensation and betterment, but it would be better than nothing. The advantage of the leasehold ownership applied to outworn areas would be that unlike the 1947 Act financial provisions which tried to solve the problem of compensation and betterment over the whole country first areas would be put first.

Investment in urban renewal

There is undoubtedly a growing realisation that investment in land and building is a good if not the best hedge against inflation. More insurance companies are putting their funds into the mortgaging on the ownership of buildings. One society has 30 per cent of its funds in property. Insurance companies as a whole have a combined total of nearly £500 million invested in property. It is of interest to note that half the total of property investments, however, is, according to Mr. Bridge, the Deputy Chairman of the Legal and General Assurance Society,[1] held in four companies. This means that without very much difficulty a policy of comprehensive development could be encouraged by those who determine whether buildings should be supported financially or not. Development companies often act as agents only during the course of acquisition, negotiation, construction and letting, then selling the building to an insurance company but retaining sufficient margin of profit to embark on further schemes. Many large building contractors pursuing the policy of putting themselves in control of their own programme have established sections or subsidiary companies to deal with investment projects. This development is logical on grounds of survival, for, once an organisation has been built up, recurring overheads are involved and continuity if not expansion must be maintained. Competitive tendering as the only source of contracts has become too risky. This applies locally as well as nationally. Often, as in Coventry, building labour has to be imported, subsistence allowances paid, and if there is strong competition from other industries, like the motor-car industry, an element of overtime has to be included to add attraction to the normal wage rates. Once a national contractor has built up an organisation and a labour force in a particular town a stable programme is essential for economic results and this is in the interests of the client as well as the contractor. Moreover, the extra costs involved in keeping a labour force satisfied can only be offset by the more efficient use of labour, involving mechanisation of site works, and this can only be achieved if there is continuity. The same principle applies to the local contractor and to the direct works organisations of local authorities. There is therefore a strong argument for negotiated contracts tested in the market from time to time by open tendering. Apart from the economic advantages, however, there are other benefits to be secured. The clients, the architects, quantity surveyors, clerks of works, get to know their opposite numbers in the building organisation. Any weak or strong points on either side can be taken into account and confidence on both sides that fair treatment will be forthcoming can be established. And, of course, there can be close collaboration from the start of the job in the drawing-office and the contractor has a growing interest in the particular city which extends beyond his financial interest. However, the pressure for open or restricted tendering from those who have been unsuccessful in the periodic competitive tests is such that sponsorship by the contractor of private development is necessary to fill the gaps in the programme below the economic working level. This development can be either on freehold land purchased by the contractor, and this usually takes the form of housing with perhaps a few shops, or on land leased from a local authority in comprehensive development areas.

Methods of securing redevelopment

This brings me to the varying methods of securing such development. The local authority, with the Minister's approval, can declare an area 'a comprehensive development area', purchase the land within it compulsorily or by negotiation and then proceed on the basis of a plan prepared by their chief architect or a consultant to erect buildings itself and/or lease sites to private developers who are required to conform to the overall plan. Minor variations on this may well be allowed provided they are improvements. This method ensures that the starting-point is civic design and in the blitzed towns has proved to be workable and to show a financial return to the authority. There are varying methods which the authority can adopt in leasing sites. The most appropriate sponsor of development can be chosen from those who have expressed an interest on the basis of a ground rent calculated by the estates surveyor in relation to current market

[1] *Investment of Insurance Funds.* Paper read to the Royal Institution of Chartered Surveyors. Published in the April 1960 issue of the Institution Journal: THE CHARTERED SURVEYOR.

trends. This method ensures that the social and design factors are not suppressed in an effort to get the maximum financial return. These factors cover questions of relocating tenants of other properties which have had to be pulled down elsewhere, of securing a proper balance in a shopping area, of ensuring that the best architectural advice available is obtained and that the finishes used on a building are of a high standard and are not sacrificed in favour of a higher ground rent. An unsatisfactory alternative is to define the development and then seek competitive bids. There is then a strong temptation for the authority to accept the highest of them. Even less satisfactory is the offer of a site for competitive bids without the development being defined.

The same methods are being applied to areas of comprehensive development as a whole, or to land that happens to be in the ownership of the local authority. A scheme is prepared by the local authority's architect or a consultant as a basis for negotiation or competitive bids or the future of the area is left entirely open and development companies, contractors or others interested are invited to submit proposals with a financial offer for the land, either leasehold or freehold. In the first two, there is both a civic and a common basis for tendering, but in the third the accommodation provided can vary from scheme to scheme and the financial return offered can easily become the basis for assessing the schemes submitted. If it is known, however, that the authority is insisting on the highest standard of civic design and will make its choice accordingly, those submitting tenders may be less inclined to put the financial returns first. But if the quality of civic design is the main test, why not hold an architectural planning competition, choose the best scheme and then go out to competition on a definite basis which will give fairer competition to the potential developers and give freedom to the architects at the civic design stage to produce the best possible schemes with financial considerations taking their proper place rather than being the dominant issue? There is one final variation on this redevelopment theme which is the worst variation of all. The local authority, without architectural advice, offers land for sale or lease to developers who submit schemes and/or financial bids and the authority chooses one of them again without architectural advice. Something like this has been happening in Inverness.

The role of the architect

In these confused circumstances it is to be expected that architects are equally confused as to the attitude they should adopt towards the competition by tender. There is a further complication for them that often the potential developers expect the architects to take the same risks as themselves and prepare a scheme without payment on the chance that theirs will be successful. Although there is no payment for the separate design competition (unless on a limited basis) there are generally at least three prizes and it would seem that it is in the interests of architecture and architects that the Institute should encourage either the use of the local authority's chief architect to prepare a scheme or the appointment of a consultant to do so, or the holding of a competition. It should discourage the primarily financial competition in which the architect takes second place and where even their fees are in question. Incidentally, ought not the position as regards fees to be made perfectly clear? Is it or is it not a breach of the code of conduct to work on a speculative basis?

It is interesting to see how in this situation in which it is possible for neither the sponsor nor the developer to have much concern for architecture or civic design that there should be a searching after a neutral source of initiative for development. Architects returning from a recent South American tour have remarked on the initiative taken by architects there in preparing schemes of development and then inviting developers and investors to carry them out. I think this course is more likely to produce integrity in design, but it is probably in conflict with the professional code of conduct – but no more so than preparing schemes without payment of fees.

With so many city redevelopment schemes in the making I think it is important that authorities should have some form of permanent architectural and planning advice. It is disquieting, therefore, to find that there are 35 important county boroughs with a total population of over 3½ millions still without a chief architect in charge of an independent department. Of these no less than 23 are in industrial areas where the need for urban renewal is probably greater than anywhere else in the country. They fall into three industrial areas, as follows:

A. The Lancashire–Yorkshire Industrial Area (15): Blackburn, Bootle, Burnley, Bury, Oldham, Preston, Rochdale, St Helen's, Salford, Warrington, Wigan.
Barnsley, Halifax, Rotherham, Wakefield.

B. The Tyne–Tees Industrial Area (4): Gateshead, Middlesbrough, South Shields, Tynemouth.

C. The West Midlands Area (4): Smethwick, Walsall, West Bromwich, Wolverhampton.

The accompanying diagram indicates the location of these concentrations and also shows the remaining twelve county boroughs, five of which are county towns – namely Carlisle, Chester, Ipswich, Nottingham, Worcester; and three are Sussex seaside resorts – Brighton, Eastbourne and Hastings.

Between them these boroughs face an annual building programme of the order of £100 million. This is only the cost of the work which the authorities themselves will be responsible for and leaves out all the private development which requires co-ordination into schemes for city reconstruction.

I do not think that this Institute can be accused of poaching if it insists that architects should be in charge of architecture and with large-scale remodelling of our towns imminent the moment seems right for hurrying up and completing the

process of change which so far has resulted in the establishment of a chief architect in every county except the Soke of Peterborough and similar appointments in 36 county boroughs during the last 20 years.

For many of the smaller boroughs the appointment of a consultant is obviously more appropriate, although I believe that a new kind of consultant relationship with the authorities is essential. Too often in the past the consultant has produced his master plan and that is that; his proposals are forgotten and after many years he sees his magnificent publication being sold at half price in a local bookshop. The carrying out of a plan is, in my experience, much more difficult than its preparation and where a consultant is appointed I think it should be on a continuing basis which involves participation in seeing the plan through. No one else will struggle as hard as the author of a scheme to see that it is achieved.

Technical aspects

As architects we are of course more interested in what is achieved than how it is achieved, and if you have read as far as this you may well be saying that this is all very dull stuff. Surely the nature of the technical solution to meet future conditions in cities is the most important aspect of the subject? It is, of course, but the fact is that legal, procedural and financial circumstances are at present determining the limits within which a technical solution can be sought.

It might be useful on the technical aspects to set down sloganwise a list of points on which there seems to be agreement, or at least there will be agreement amongst those who attend the Conference.

1. Architecture must be on a large enough scale to solve the town's planning problems.

2. The zoning plan, so primitive in its objective, is useless in achieving comprehensive development.

3. Town planning controls are no substitute for comprehensive planning.

4. Road planning cannot be separated from city planning.

5. We will not tolerate motorways which tear the city apart and ignore human and aesthetic values.

6. The conception of development as a series of buildings along roads must be abandoned.

7. People are more important than vehicles. The motor-car must be put in its place. Different levels can give segregation in city centres.

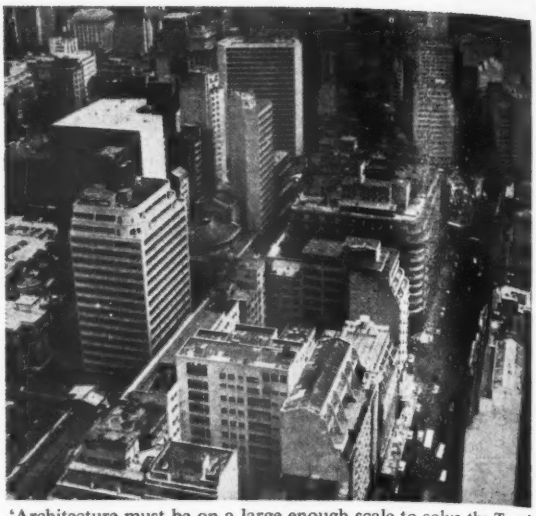
8. Complete freedom of movement for the man 'on four wheels' is an unattainable ideal in existing cities. Public transport must play an increasingly important role.

9. The use of several levels opens up possibilities of combining buildings and changing uses vertically as well as horizontally. A city centre might become one large building with shops, concert hall, offices, etc., all approached from internal covered areas.

10. In housing areas the principle of vehicular and pedestrian separation should also apply. The centres of neighbourhoods should be free of traffic. Service roads without development should be planned on the peripheries with cul-de-sac approaches to interior areas for car servicing, parking or garaging.

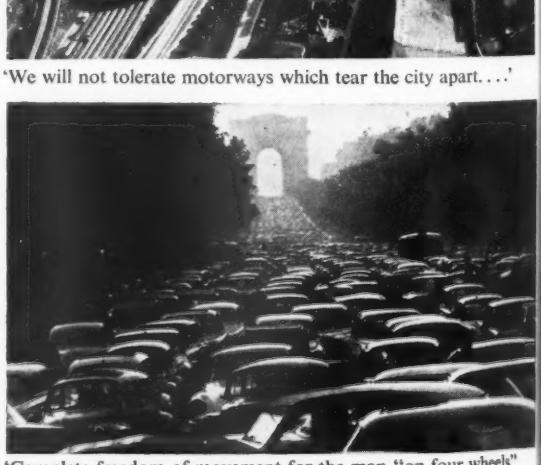
11. Cities should be capable of expansion or change to meet new conditions. The radial city presents most difficulties and most of our old cities have this pattern.

A few years ago there was no agreement on these points, but the motor-car has shaken everyone out of their traditional rut to such an extent that elected representatives are prepared to accept revolutionary proposals in town planning. The problem is, however, how to put them into effect. There are so many influences at work. In Coventry the retention of a



'Architecture must be on a large enough scale to solve the Town's planning problems'

'We will not tolerate motorways which tear the city apart. . . .'



'Complete freedom of movement for the man "on four wheels" is an unattainable ideal in existing cities'

few scattered, undamaged buildings in the centre and the necessity of maintaining shopping facilities have had a powerful influence on the layout, enforcing horizontal rather than vertical segregation. The speed of construction also has its effect. If finance is only available in small instalments the development tends to get broken up into a series of buildings, the architectural approach changes over the years, the motor-car makes even greater demands for car-parking space and one finds oneself adapting a plan on a pragmatic basis as each year goes by. The development of vehicular movement at second-floor level in the city centre is an example of this. Originally there were ground-level car parks only; then a later survey showed that multi-storey car parks were necessary and the market was built with a roof park which linked with the roof of shops. Then it became possible to link the separate car parks on either side of the precinct by a bridge at the roof level of the shops, thus achieving a partial vertical segregation of vehicles and pedestrians. This in time gave rise to the idea that instead of cars entering or leaving the car parks at ground level from or to the streets immediately surrounding the precinct they should be kept at second-floor level and taken across these roads by bridges which would link with ramping roads to the intersections on the ring road.

I think the flexibility needed in a town to allow for changing circumstances which we can only guess is one of the most intangible but essential ingredients of a plan for its future. We need to think about future towns on the same fantastic but practical basis as we are thinking about space travel and space ships. Perhaps we need some town fiction to help us do this. (And what a mad world it is. We shoot hundreds of millions of pounds into the air and leave only the petty cash for the muddle on the ground.)

The traffic problem

Despite the loud clamour for urban motorways it is becoming increasingly clear that it is going to be impossible to redevelop urban centres on the assumption that everyone is going to travel everywhere by private motor-car. A calculation has recently been made[1] by a French traffic engineer that in a theoretical town of five million people there would, on an unrestricted basis, be a tidal flow of 500,000 vehicles an hour for which 60 motorways each with three three-lane carriageways, the centre carriageway being reversible, would be required. Such a solution in existing cities is physically and financially impossible quite apart from any aesthetic objections. Only if you spread out development at very low densities, which means virtually abandoning the city as we know it today (and the countryside too) could one physically provide the space for the colossal areas required for roads and parking spaces.

It is becoming equally clear that priority must be given to public transport. No one would disagree with Mr Marples when he said in the House of Commons (10 December 1959): 'Whatever happens we must not allow public transport in the heart of London to become disintegrated and go to pieces.' It is not, however, just a question of hanging on to the public transport facilities we already have, they need positive support and development. At the moment the financial structure continues to push fares up and no capital investment is being undertaken in the provision of new public transport channels, such as route C.

It is important too that traffic movements should not be taken at their face value: the underlying causes need to be studied, for the location of shops, offices, factories and institutions usually determines main traffic flow. If the location is rationalised, for instance by bringing a working reality to the suburbs of towns, unnecessary traffic movements can be eliminated. The right solution can only be found if we look at the whole city and the whole problem.

[1] Paper by J. Elkouby, *The influence of the development of the motor vehicle on the planning of large cities*, read to the Institution of Highways Engineers of the British Section of the Société des Ingénieurs Civils de France, at the Institution of Structural Engineers, 12 May 1960.

'Perhaps we need some town fiction . . .'

Collaboration between the professions

If the design of towns is to be on a total, not a piecemeal, basis, the contributing professions must agree, otherwise the town they produce will be disagreeable. At present there are road traffic engineers in the Ministry of Transport, public transport engineers in the headquarters of the British Transport Commission and London Transport, and town planners in the Ministry of Housing and Local Government, each group trying to solve its own bit of the problem. It is time they came out of their separate rooms and met on a continuing basis to solve the whole of the problem together. Are we satisfied in our own profession that we are training architects who can work in a team and think beyond the party wall and the site boundary? It is of little use advocating that we should play a major role unless we increase the number of competent town designers. The more creative town planners we can train and the more evidence of creative town planning we can produce the stronger will be our claim that sterile and bureaucratic town planning controls should be set aside. At present, I am afraid, architects themselves produce the evidence of the need for controls. I think we need to educate the student in architecture and civic design simultaneously and there is scope for advanced courses for architects in the subject of comprehensive development and urban renewal. A study of theoretical forms for towns of the future is desirable drawing from imaginative plans like those of Brasilia, Berlin, the Mars group plan for London, Barbican and even Motopia. And there are important details where research is required. For instance, in a multi-level city centre, which is the best level for the vehicles? Should they be sunk into the ground at extra cost or raised to first-, second- or third-floor level, leaving the ground for the people? Or should people be moved upwards because it is cheaper to move people than vehicles? I do not think we have studied this problem sufficiently. Or, again, what is the proper relationship between public and private transport; where should the parking spaces be? What is the flow of pedestrians as distinct from vehicles? How can we increase residential densities yet provide adequate space and maintain a human scale?

Collaboration at Government level and between private and public agencies

I have spoken about the need for an integration of all the elements of town design and the consequential discipline this imposes on the professions concerned. I have not so far mentioned the need for a gathering together of those who are concerned with city rebuilding at Government level. Several ministries are involved – Housing and Local Government,

Transport, Education and the Board of Trade. Although it was intended that the Town Planning Act should be used for comprehensive development areas it has been found more advantageous financially for land to be acquired under housing or education act powers. Main roads, too, are dealt with separately with the Ministry of Transport (and no adjoining lands can be bought to deal with the gashes that new roads create on either side) and industrial questions have to be referred to the Board of Trade. Would it not be possible to form an Urban Renewal Cabinet between the ministries concerned, first of all to make sure that there is a common objective and secondly to simplify administrative and financial procedures? I think the task ahead is so important and so vast that it justifies the consideration of a special Urban Renewal Act which would provide comprehensive financial arrangements and administrative procedures for defined areas covering all aspects of development, including the system of land tenure. (The problems are more difficult than in New Towns and they have a separate Act.) It also calls for a more organised collaboration between private and public interests. At present it looks as though private enterprise is mainly interested in the renewal of commercial centres while the public authorities are being left with the derelict housing areas around the centres, which are bound to show a loss. Perhaps a way can be found of enlisting the help of private enterprise in these so that there is a reasonable sharing of profit and losses.

The problems of renewal are common to all towns and I think it would be useful to examine these problems at national level. An Urban Renewal Advisory Committee on lines similar to that of the Central Housing Advisory Committee would possibly provide a meeting-point for those who could speak for the building industry, development companies, insurance companies, the banks, local authorities and the professions. There is at present no advisory committee on town planning as there is for housing.

When you are in trouble it often helps to see how others are coping with similar problems. The United States gave us the term 'urban renewal' and it is apparent from the architectural editorials that the Americans are several steps ahead of us in their parallel progress towards perfection and chaos. In looking through some of the American glossies I came across some remarks of Mr Rouse, a Baltimore mortgage banker. He has said[1] what I am trying to say, only very much more effectively:

'So far, much of our effort has been expended in pushing slums around. We have been talking negatively, about going in and cleaning out "problems". We have been getting rid of blight piecemeal, fighting the battles of one isolated redevelopment project after another. Few people realise that now, for the first time, we actually have the tools to make the *whole* city into what we want it to be. What we must do is raise our sights, our level of demand. The benefits to human beings could be vast. And, believe it or not, the arithmetic is irresistible! . . .

'It's about time we stopped apologising for beauty, feeling we always have to try to find some "practical" reason or "economic use" for doing something. To create a park because it makes a more beautiful city is reason enough. Beauty is an enormously strengthening, vital force in the city. It is a protest against disorder. People are far less willing to defile an area that is truly beautiful than an ugly one. Ugliness itself promotes disorder, and disorder in the end promotes decay, and decay winds up in the kind of uneconomic, slum-ridden areas we see around the core of every city today. . . .

'I am convinced that it is a far more practical, achievable thing to plan for the whole city than it is to plan small and in pieces. A timid, tentative plan doesn't have the guts to show people what you are talking about. Furthermore, I think the "vision" will actually turn out to be, in hard dollars, a more practical thing than the obsolete city we are trying to shore up and squeeze our people into today. . . .

'Once we knew of the Salk vaccine we would no longer tolerate polio at any cost. If a cure for cancer came tomorrow, we would support it in a minute. What nobler cause could there be than to make our cities healthy, efficient, and beautiful places in which to live?'

Perhaps we are apt to blame those who have the financial power more than ourselves for the present failure to create beauty and efficiency in cities. There may be a spiv element in real estate, but there are also sensible business men who have a social conscience and a private art collection. And all councillors are not Philistines, some of them build theatres. We should fire the imaginations of our potential patrons whoever they may be and prove that we have new ideas to meet new circumstances.

[1] J. W. Rouse, *Action's Rousing Mr Rouse*, ARCHTL. FORUM, May 1959.

Lessons of the New Towns for the Old Towns

by L. Hugh Wilson OBE, AMTPI [*A*]

My contribution to this Conference on the theme of urban renewal is concerned with the small town. If we assume in this description a population limit of 75,000, we find that although small in size these towns are considerable in number and provide homes for some twelve millions or nearly one-quarter of the population of Great Britain. What happens to them affects the living conditions of a large proportion of the people of England, Scotland and Wales, and in general these are the towns with the least resources in money and professional manpower. It is right, therefore, that we should give consideration to their particular problems at this conference.

All existing towns have unique qualities arising from their past development and present conditions but, nevertheless, certain basic planning requirements can apply in varying measure. These requirements can be met under the most ideal conditions in New Towns where we are not concerned to the same extent with existing and outworn patterns of development.

New Towns provide a useful field for the study and application of principles which can usefully be adapted to existing towns subsequently. Indeed the contribution which can be made only by the New Town has not been sufficiently recognised as yet. There is a special place in them for the exploitation of fundamental principles of planning as well as for the building of well-designed houses, shops and factories. In this respect selected New Towns could be the laboratories for research into methods of design and building and forms of living for the future and it would surely be a good investment on the part of the Government to expedite even now the development of one or two towns for this purpose. Only in this way can the lessons for the future be learned in sufficient time to be applied elsewhere.

This paper will deal with certain principles which have been adopted in the planning of Cumbernauld New Town and will suggest some of the lessons derived from this work which can be applied to existing small towns. I then touch on the means of initiating and carrying out the required development, including problems of finance and staffing, and make

some comments on possible revisions of procedure for achieving the necessary standard of planning in our towns.

Cumbernauld New Town

Cumbernauld is the latest New Town in Great Britain, having been designated in 1956. It is being built to assist in the relief of congestion in Glasgow; 80 per cent of the initial population of 50,000 will come from that city. In its siting it differs to a marked extent from all the other New Towns and in its planning a number of principles have been introduced which are either new to or represent developments of recent practice. Cumbernauld occupies a central position in the lowland industrial area of Scotland, roughly equidistant from the ports on the Firths of Clyde and Forth. The main road from Glasgow to Stirling, A80, passes the site of the New Town where it is joined by the Carlisle, Airdrie and Stirling road, A73. The railway from Glasgow to Stirling, Perth and Dundee runs through Cumbernauld station and there are also rail connections to the main line to the south. The designated area is roughly triangular in shape and consists of 4,150 acres of hilly land but due to coal and fire-clay workings, areas of peat, steep slopes and the presence of deep glens which hamper local communications the area of land which can be developed comprehensively is considerably less.

We started our planning work by thinking about the general concept of the town. Although a small town may lack the specialised facilities of the big city, it has the great advantage of being a unity, capable of being appreciated as a whole; the citizens can have a proper sense of belonging to the town and of the town belonging to them. The basic human needs of urban living can best be exploited by compact planning and the maximum contrast between town and country with the added attraction that in saving the town we also save the land. It is possible perhaps to simulate the outward appearance but certainly not the essential quality of urbanity in low-density, disintegrated development. A compact urban development can be obtained, not by a lowering of standards, but by the use of higher overall densities coupled with a complete integration of all the space-consuming elements in the town.

This question of integration of buildings and spaces is most important and involves a special technique in terms of planning procedure. It is not possible to reserve particular sites for individual buildings; rather is it necessary to design the building and its setting in relation to adjoining development and then delineate the boundary of the site. Flexibility in legal requirements is essential and the formalities in connection with the disposal of land cannot be completed until the building has been designed in detail. The planner has a special responsibility to ensure a satisfactory result since he will have an important co-ordinating role; the architects involved should also 'talk the same language' and be prepared to accept the disciplines of urban design.

At Cumbernauld the concept which has evolved is that of a compact urban centre located astride the broad hog's-back of the principal hill, an oval some two miles long and one mile wide with an area of about 930 acres. This site will contain the houses, shops, schools and some industry for the 50,000 population. Net residential densities average nearly 85 persons per acre. The main industrial areas will be sited to the north and south of this hill-top and the level land at the foot of the hill will be used for playing fields and general open space. Every part of the town will be in close touch visually and physically with the surrounding hilly countryside. All the inhabitants will be within easy reach of the central area where the principal commercial and public buildings will be situated; nearly three-quarters of the population will live within one-third of a mile of the centre. Local shopping needs will be met by the provision of corner shops distributed throughout the housing areas on the basis of one shop to about 300 houses.

The neighbourhood unit system of planning has been abandoned at Cumbernauld. This system, in my opinion, is not an essential element of good town design and indeed I believe it can lead to disintegration of the town as an urban settlement. There is a danger that the inhabitants are encouraged to look inwards towards the local centre instead of visualising the town as a whole, to the detriment of the creation of civic pride which should be one of the advantages of the small town. The neighbourhood unit concept was introduced about 30 years ago when a monograph on the subject appeared in the New York Regional Plan. Later it was adopted in Russia as a basis for a scientific approach to the problem of building New Towns on the formula for a limited housing area based on the group functions of the people who would live there. It has been much in evidence in post-war planning schemes and I would suggest that neighbourhood units have often been superimposed on the patterns of existing towns without sufficient thought being given either to the need or to the results of such an arrangement. I have referred to it elsewhere as the lazy man's way of planning.

In planning, especially, we must always be on our guard against the unthinking adoption of the fashionable device, often supported by seemingly plausible technological and sociological arguments, without giving full consideration to the original circumstances of its use. We must be warned against all 'pattern-made recipes for town planning'.

Social life cannot be and should not be regulated to any fixed pattern. The inhabitants of one street or one section of the town will have many diverse interests; the members of one family, even, may divide into many groups based on church, education, work, recreation or politics. The facilities for these activities should be provided where they are required on an empirical basis. It should be appreciated that in these arguments I am dealing in particular with the problem of the small town. In the larger towns and cities there may well be a case for some subdivision possibly based on historic patterns of growth, but even here I think that the danger of preconceived notions must be recognised.

Land use

In earlier times, to take one example, home and work were often on one site or even under one roof; this was followed by the pattern of the Industrial Revolution with the workers' houses grouped in close proximity to the factory. The general deterioration of living conditions led to land use zoning as a fundamental principle of town planning. Land use control may be admirable in theory, but there is a danger of its being overdone in practice.

The liveliness and character of many an old city often comes from the fortuitous mixture of uses which can be found there. We must try to retain this character whilst avoiding the bad effects of overcrowding and poor working and living conditions. Obviously there is a need to ensure that a use that is noxious or has some particular nuisance value should not be in close contact with, for instance, a residential area but too rigid use zoning can produce a negative approach to planning problems. The emasculated hygiene of doctrinaire planning must lead to loss of character and convenience in our cities.

I see no objection, for instance, to the placing of industrial buildings at suitable points in a built-up area as is happening at Cumbernauld provided that site planning is well handled and the type of industrial process is reasonably controlled. Modern factories are clean, the buildings can be well designed and can introduce a larger scale into the town. Contemporary industrial architecture should not be entirely banished from the urban scene and hidden behind screens of inappropriate planting. Similarly, housing accommodation should be introduced into main shopping areas, not merely in the form of maisonettes over the rows of shops, often to the detriment of both, but as a properly integrated development. This is not to advocate a policy of complete *laissez faire* but a reasonable and imaginative policy applied to the use of land in the town with proper regard to environmental design.

Communications

A basic principle of all planning must be the organisation of an efficient pattern of communications. This does not precede planning; it is part of it, but it is doubtful whether the real facts of the problem are fully recognised or even understood in many cases. We must not design roads to suit preconceived ideas of building but rather design our buildings and roads to meet the very complex requirements of modern traffic. Of course any study of traffic in Great Britain has to be made against a background of inadequate research; we find ourselves having to deal with almost intractable problems when there are few facts on which to base any deep constructive thought. We proceed on hunches rather than on analysis.

The ever-growing ownership and use of the motor vehicle has resulted in traffic congestion in all our towns and cities. The increase in ownership at present amounts to about 8 per cent compound annually, and if this rate is continued every existing community will be faced with the problem of dealing with double the amount of traffic in nine years and three times the quantity in fifteen years. This would bring the average car ownership level in this country to slightly less than that in the United States of America at the present time: an average of about one vehicle per family. Certainly 0·7 vehicle per family is likely to be the minimum level of ownership and there are grounds for thinking that this figure can rise to 1·4 or even higher. Converting these levels of ownership into traffic means that local vehicle movements within the town will arise from there being owned between 10,000 and 20,000 cars in a town of 50,000 inhabitants. The use of private cars might well be reduced by the development of a cheap and efficient public transport system and by the provision of a system of direct footpaths involving short walking and carrying distances between housing and centres of employment and trade. Schemes such as the provision of moving pavements, a comprehensive monorail system or subsidised transport to work may provide solutions to some of the problems in the future, especially if the figure of car ownership rises to 1·4 or more cars per family. Study of the figures, however, shows that urban motorways are essentially part of the whole problem of urban development even in the small town of 50,000 population. Either we accept the motor vehicle in the town and design the environment to permit vehicles to be used in large numbers, or we must exclude them entirely from at least the core of the town, and rely on other mechanical aids for movement of people and goods within the area.

The town is essentially a meeting-place and this function can only be fulfilled by recognising the rights of the pedestrian. The conflicting needs of vehicles and pedestrians can, of course, only be satisfied by maximum segregation; the two do not mix and the problem will become more serious as traffic increases. This segregation should be achieved in such a way as to cause both the minimum unnecessary inconvenience. On the other hand, the pedestrian's route in the town should be direct and easy: he likes to cut off the corners; the motor-car can be made to take the longer journey.

These principles are being applied at Cumbernauld and a completely separate system of pedestrian paths is being provided throughout the town while conversely footpaths will not be provided along main roads. The corner shops, primary schools, churches, pubs and other elements meeting the communal needs of the population will be associated with the paths, many of which will pass through or terminate in the pedestrian levels of the town centre. Where a path crosses a road other than a housing development road there will be an under- or overpass.

Various patterns were considered for the town road system and the original Basic Plan included three radial roads providing connections to trunk roads A73 and A80. It was intended that these radial roads should be linked by an outer ring road serving most of the housing areas and an inner ring road encircling the centre to avoid congestion in that area. After the publication of this plan a traffic analysis was undertaken to test the correctness of the assumptions in the plan and to provide a basis for the design details of the road pattern. Very little work has been done in this country on this kind of analysis which seeks to forecast traffic movements related to a period some 15 to 20 years ahead and, therefore, we were forced to develop our own techniques and to make our own assumptions. Inevitably many of the latter had to be based on projections of imperfectly established present-day trends. On the basis of a number of arguments, which are set out in detail in the report accompanying the traffic analysis, assumptions were made that 70 per cent of the families in the town will own cars in the future; that approximately 20 per cent of the ultimate working population will commute in and out of Cumbernauld and that 63 per cent of the cars will be in use at the peak hour with 45 per cent of the population travelling from work by car, 42 per cent travelling by public transport and the remainder walking. In the traffic analysis an assessment is made of the number of cars travelling from each work area to each residential area; the most likely routes of traffic between work and home are plotted and the total flows worked out for each of the junctions.

This analysis threw up one very major problem relating to the road proposals in and around the central area. Of the eight junctions on the inner ring road at least five would have had to provide for grade separation with designs capable of handling flows up to 4,500 vehicles per hour. These flows seemed to be especially high for a town the size of Cumbernauld, with no through traffic, but the analysis was submitted to the Road Research Laboratory where its general trends were confirmed and, indeed, it was suggested that the forecast might tend to be an underestimate in certain respects. It was also suggested that consideration should be given to splitting local through traffic from traffic which had a destination in the town centre and a reanalysis of the central area flows showed that the volume of traffic in the junctions around the centre were exaggerated because some streams passed through a number of junctions.

Considerable rethinking about the road proposals now took place and the first approach was largely intuitive. The first idea was to replace the inner ring road by one complex traffic junction located within the town central area; this, however, led to further difficulties, particularly with regard to access to car parks and service areas. To assist in the development of a more suitable pattern, desire line diagrams were then prepared indicating ideal paths for traffic moving about the town for various purposes. From these studies it was clear that while there was a need for an outer ring road, the inner ring road was not necessary in its original form.

It also became clear that there should be an easily recognisable communications pattern with the various parts of the system designed in accordance with their traffic functions. The multi-purpose road was discarded and a traffic flow hierarchy resulted, based on the following principles:

(*a*) local development roads to provide access to buildings, either direct or by spur footpath;

(*b*) feeder roads to take traffic from or to local development roads but to have no frontage development;

(*c*) main town roads, in the form of radials or link roads, to connect with feeder roads only at controlled junctions and to have no frontage development or other access;

(*d*) trunk roads to connect to main town roads only at grade separated junctions;

(*e*) no car parking on any carriage-ways.

After a study of various alternative plans one pattern was eventually suggested as forming the best basis for the road plan when considered in relation to other planning considerations. This was then considered in detail with reference to the comprehensive development of the whole hilltop area

and a further traffic analysis prepared. The fact that the road pattern was dealt with as part of a comprehensive planning scheme for the whole town is of crucial importance.

The revised road plan incorporates three main radial roads running from the trunk roads up onto the hill-top where they are connected by radial link roads, with junctions giving access to the central area, and by a ring road. The radial link roads bypass the central area and provide major routes for local through traffic moving from one part of the town to another. Without being so conceived the radial and radial link roads have emerged as urban motorways in form in that there are no connections to them except at the junctions, which are limited in number. To ensure the maximum freedom from congestion it is important that traffic should proceed from one type of road to another in order of importance, each road being designed and constructed for its particular functions. Thus a vehicle from one of the housing areas, proceeding to a point outside the town, would use the local development road leading into the feeder road (ring road), join one of the radial roads at a major junction and so gain access to a trunk road. The major junctions have been designed on a grade separation basis, although it will be possible to carry out the work in stages.

The final road plan was evolved as part of the general planning proposals for the town after detailed consideration of lines and levels of roads and junctions and their effect on the size of school catchment areas and the layout of housing and industrial areas. Some attention was also given at this early stage to the possible position and treatment of embankments, cuttings, underpasses and bridges.

The general scale of these road works will present considerable problems visually and it must be accepted that it is quite impossible to develop the town with buildings sufficiently large in scale to dominate or even match the scale of the major road pattern except possibly in the central area. At present we feel that the only reasonable solution lies in the very careful treatment of cuttings and embankments or viaducts, together with the planting of tree belts alongside the major roads in various areas. These trees would provide visual and sound barriers between the houses and the roads. One must be very conscious that if the implications of the use of the motor vehicle are accepted fully, the town as a living place must not be submerged in the process.

The full use of roads for traffic movement cannot be realised unless there is adequate and reasonable parking space available; the value of the motor-car is greatly reduced if the driver cannot terminate his journey at his destination for lack of parking space. Provision is being made at Cumbernauld for one garage or parking space for every house and in addition for visitors' parking in the housing areas. A study has also been made of parking requirements in the central area and here again we have found that existing methods of assessing such provision are crude and inadequate.

Housing

The form of the housing in the town will be strongly influenced by the varying characteristics of the hill-top site. Generally speaking, two-storey houses with gardens are being provided on the slopes flatter than one in twelve. On steeper slopes up to one in five split-level housing without private gardens is being used and there will be considerable use of flats and maisonettes including, we hope, some high flats. An attempt is being made to integrate house design and layout to ensure privacy to gardens and houses, safety for pedestrians and convenient access for vehicles. In some schemes the pattern which emerges is of motor vehicles moving towards the periphery of the area, where access is gained to the ring road, while pedestrians move inwards towards the main footpaths. In other areas Radburn layouts are being used with wide-frontage single-aspect houses.

Children's playgrounds, varying from the toddlers' spaces to the larger areas with fixed equipment or providing an adventurous environment, are being planned in relation to the houses with access from the footpath system.

Important developments in housing are foreshadowed by the announcement that the Edinburgh University Research Team, directed by Professor Robert Matthew, is to undertake the design of a housing area containing some 800 houses and ancillary buildings in the New Town.

Shopping

Factors of growth and change must influence fundamentally existing conceptions of retailing and, therefore, the general pattern should be considered before piecemeal building takes place. The current assessment of shopping needs of a town is unscientific in the extreme; an acceptable method must result in both an economic and a physical planning tool and ultimately in a realistic forecast of floor space distribution. Most large-scale American developments accept without question basic research into shopping habits, expenditure and turnover. The general tendency to large-scale distribution with the decline in the retail trade handled by independent traders must lead inevitably to fundamental changes in shopping patterns. Within trades there occurs the rise and fall of different economic types and techniques exemplified in the decline of the main street independent and of counter service and the growth of the multiple organisation and the self-service system requiring larger floor areas, followed in some cases by an increase in the proportion of expenditure in supermarkets, accompanied by a rearrangement of floor space. As the variety and quantity of goods increases so must the retail machine, either in efficiency or size.

In addition to self-service, fully automatic vending is appearing in the United States of America on a substantial scale and in Britain coin-operated food machines delivering anything from a cup of tea to a complete hot meal may soon become a commonplace. In America indeed automatic merchandising is now being tested by department stores for many of the smaller standardised items.

Trends of this nature have a fundamental bearing on land consumption since the multiples, co-operatives, departmentals and smaller private traders require varying frontages and depths for development. In order to meet the demands of the future, now so uncertain, it is clearly of first importance to avoid rigid terms of leasing and intractable physical enclosure. The successful centre, apart from being technologically advanced, must be capable of adapting itself to unforeseen patterns of consumer goods distribution if it is to avoid obsolescence.

In shopping centres segregation of pedestrians and vehicles is an essential requirement and this can be vertical or lateral according to site conditions. In the case of the smaller town with a comparatively restricted area for the main shopping centre the pedestrian precinct with a peripheral road system with access roads and car parks at the rear of the shops becomes more possible, but even so the large area required for the extensive car parks presents a visual problem as well as providing a barrier between the shops and the remainder of the town. There is also the difficulty that while the pedestrian spaces within the centre can create a pleasant atmosphere for shopping in that it is possible to acknowledge the human scale in the design of the area, the approach by car is to the backs of the shops. However well-designed these may be, there is always a tendency towards the Queen Anne/Mary Anne complex. There are in existence now some very successful examples of shopping centres based on the pedestrian precinct principle, but the question still has to be answered as to whether this is not the end of one particular road of design rather than the beginning of another. Wherever the levels of the site permit or it is possible to arrange multi-level centres with cars and pedestrians separated vertically, the ultimate solution is likely to be more satisfying functionally and visually.

In the buildings the need for flexibility in the use of space

to meet changing methods of retailing and the need for protection for the shopper from the weather may well lead to the design of very much larger building units each accommodating a number of shops with the necessary pedestrian circulation space, service access being obtained on another level.

In the creation of a new environment for shopping there is a great opportunity for the architect, the planner and the traffic engineer with enlightened advice on commercial and economic matters to repeat the advances already achieved in the field of school building since the war.

For the central area at Cumbernauld these various approaches have been examined and the proposal which is now being considered in detail is for a linear centre along the ridge of the hill. In this position it will be possible to exploit the natural levels of the site by arranging for vehicular roads and car parks at low level to be approached from the main radial road system with pedestrian access from the higher ground on the northern side of the centre and at ground level on the southern side, interchange between the two levels taking place through a multi-level shopping complex. Such a plan will also provide sites for public and commercial buildings having vehicular access on the lowest floor and pedestrian access above. It is also considered necessary to give the maximum protection from weather in the Scottish climate and this may be done by the provision of housing in various forms above the shopping area. An extensive inquiry into retail provision in the town has been carried out by a team in my office with the co-operation of members of Glasgow University. From a study of existing towns with similar characteristics and from official sources the values of sales in various trade categories have been calculated and these figures have been converted into total floor space by applying factors representing average sales per foot super for the trades.

Landscaping

Particular attention is being paid to the use of pavings and other hard landscaping elements together with the retention and planting of tree belts since there must be as much shelter as possible on the exposed hilltop with bold masses of trees on a scale large enough to contrast effectively with the close mass of buildings. This interplay of trees and buildings may be one of the chief means of creating ultimately a clear, coherent pattern of the town as a whole. Major tree-planting will also take place on the steep slopes between the northern fringe of development and trunk road A80 as part of a comprehensive landscaping scheme for the whole length of the road through Cumbernauld.

Gross density

The total land use provision in the plan amounts to about 1,800 acres at a gross density of over 27 persons per acre.

Procedure

The plan for Cumbernauld consists of a document called the Basic Plan, accompanied by reports. It is intended that this should be a plan to guide but not to stifle the growth of the town and quite deliberately there has been no attempt to produce a master plan to fix future development. The more we progress with the various schemes the more it becomes obvious that there is above all an overriding need for a comprehensive approach to the detailed design of the whole town. It is not possible to deal with any one development without considering the adjoining areas in detail and this is particularly important where the limited amount of land available involves a completely integrated design of buildings and spaces. One is also aware of the general lack of up-to-date research on many of the problems involved and also of information on the experience of others engaged in the same field. The research index to be issued by the Town Planning Institute should do something to solve the question of references to existing work, but there is an overriding need for a resumption of studies to be carried out by the central Government Departments. One of the tragedies of post-war planning has been the virtual disbandment of the research groups in the Ministry of Housing and Local Government and the Department of Health for Scotland.

The whole of the technical staff of the Corporation operate in one department and at all levels the office is organised in teams consisting of members of the various professions engaged on a particular scheme. This applies to every job without exception. The office, in fact, consists of a number of town designers each of whom is making his or her own contribution to the final result. These contributions are all essential in our view in the firm belief that it is not possible for any one profession to work in isolation on any one of these problems. As an architect and leader of the Cumbernauld team I would like to pay a tribute to the work of the engineers, particularly those engaged on the traffic implications of the scheme. Under the Chief Engineer, Tony Gibbs,[1] they have achieved considerable success in my view in evolving a technique of traffic analysis in spite of the lack of statistical information in this country.

Those of us engaged on this project share a sincere conviction that we should endeavour by every means to build a town.

Existing towns

I now turn to the problems of urban renewal in existing small towns. Many of these will be ancient and historic, others the products of more recent times. Each will have a definite character and particular problems to be solved, but always there will be three main courses of action to be followed side by side in varying proportions in dealing with the existing conditions:

Redevelopment—Rehabilitation—Preservation.

Any sector of a town can involve all three processes and the primary need is to regard urban renewal as a comprehensive activity.

Certain lessons derived from New Town experience can be applied to existing towns. The first object in preparing planning proposals for a town should be to organise, within the overall conception of the plan, an adequate pattern of communications with the maximum separation of vehicles and pedestrians. This will involve the determination of traffic movement, vehicular and pedestrian, with a forecast of future trends. If in every town traffic projections could be carried out on lines similar to those adopted at Cumbernauld, the results would certainly be staggering and would raise the question as to whether it is feasible within existing towns to provide for cars on the scale of, say, 1·4 per family even with major redevelopment. In existing small towns, particularly those with historic centres, the exclusion of vehicles from the core may well be the only alternative to the destruction of the town. One of the difficulties of the small town is that it generally cannot support an efficient public transport system. This all leads to the fact that more compact planning with higher densities close to the centre can help to reduce vehicular movement in the town as well as consolidating its function as a pedestrian meeting-place.

It may be possible to improve an existing main road by reducing the number of access points; or there may be a line for a new route through a less valuable or derelict area. In any case the function of each road in the town should be carefully assessed with a view to fixing its place in the road hierarchy and to determining possible improvements, diversions or closures. Something can be done by directing the proper flow of traffic on the various existing routes so that each road is used in a predetermined manner in accordance with its capacity. Whatever method is finally adopted, a plan should be drawn up for implementation as occasion arises and to form a framework for the execution of detailed schemes.

This procedure should also provide the opportunity to improve pedestrian circulation within the town on the basis

[1] Since this was written, Mr Gibbs has unfortunately died.

of a number of main routes linking up various areas in the town – residential, commercial, etc., each of which is clear of local through traffic and some of which can in time be redeveloped as pedestrian precincts with access roads and car parking on the periphery.

Central area redevelopment is in the news. One can scarcely open a paper without reading of some new shopping project by a development company; the sites chosen are in towns of all sizes. Nearly all the schemes are based on the pedestrian access principle for at least some of the shops and generally there is protection for the shoppers from rain. All this shows a great advance in the commercial approach to the problem of the design of shopping facilities. The perspectives, however, are often not so promising, embellished with patterned pavings, planting, fountains and the pretentious cliché-ridden architecture. Never a trick is missed. And as examples of comprehensive planning most of the schemes fail. Here there is a duty on the part of the planning authority to ensure that such schemes fall into the general pattern of urban renewal in the town with particular reference to access, vehicular and pedestrian, car parking and phasing. Desirable design standards have already been referred to in this paper and I would also make a plea for simple buildings, some of them single-storey, perhaps, with a lack of affectation and pomposity – we have much to learn from the best Continental practice in this respect. There is a danger perhaps in an authority being too ambitious on the assumption that trade will be drawn from surrounding towns. The balance of improvement between town and town has to be considered here, since over a number of years there is likely to be progress all round and the advantage to one particular town may be short-lived.

In housing redevelopment schemes, particularly those near the central area, there is likely to be a need for the use of multi-storey blocks, including some buildings with lift access. If people are to be satisfied to live in flats or maisonettes we must provide amenities for them better than those in a house with direct access at ground level. These amenities should include convenient public access and the provision of sufficient space within the flat or maisonette, including storage and provision for drying clothes wherever possible. Vertical access where lifts are not provided should be restricted to not more than two storey-heights of stairs, but even in these circumstances the housewife should not have to walk up and down stairs more often than is essential.

Preservation will be an important factor in many historic towns and the designer will need the virtues of modesty and humility in dealing with townscapes incorporating buildings worthy of retention. The characteristic urban scene of the small town is difficult enough to recapture in redevelopment schemes because of modern daylighting and other standards; where ancient buildings are involved the problem is much more complicated.

The agencies engaged in urban renewal will consist of the local authority and, probably, development companies; indeed, with proper and adequate guidance the latter have an important role to play. It is, however, unfortunate that in this country there seems to be little scope for the activities of non-profit-making building societies on the lines of successful Scandinavian practice. There is a need for developers to retain a permanent interest in completed work, including the maintenance of open spaces, and so be encouraged to take responsibility for good estate management.

Procedure

Urban renewal is a comprehensive activity involving political, social, planning and financial interests. To initiate and carry through such a task satisfactorily and efficiently an adequate procedural framework and organisation are required. This is the problem for the small town where resources in manpower and finance are very restricted and powers may be limited.

Opportunities for the redevelopment of commercial areas will arise as a result of economic conditions, but the position with housing may not be as satisfactory. Areas which attract slum clearance subsidies are unlikely, under present legislation, to be sufficiently comprehensive in size or scope to permit of the preparation of really worth-while redevelopment proposals. With present rent levels and the unattractiveness of this kind of proposition to private enterprise, it is difficult to see how the smaller authorities with limited rate incomes can make an adequate contribution to the problem of urban renewal in many residential areas which now provide an unsatisfactory environment. In some areas it may be possible to institute a policy of rehabilitation of existing houses coupled with judicious demolition and redevelopment. This aspect of the housing problem affects many smaller towns and is particularly acute in those with industrial legacies.

This is a matter for government study and action as part of a comprehensive national urban renewal policy. Three points stand out: (1) slum clearance procedure is obsolete in effect since the aim should be redevelopment and not merely clearance. Instead there should be comprehensive development areas. (2) Grants should be restored for such areas. (3) Since road improvements will be the occasion for much redevelopment, it is essential that grants should cover the whole area required for redevelopment and not be restricted to the land required for the road. To assist in the implementation of such a policy, the development group of the Ministry of Housing and Local Government, with planning and traffic engineering support, could very well carry out pilot schemes in selected towns in different parts of the country.

Current methods of preparing and presenting proposals for the planning of towns should be examined. The present method of preparing Development Plans with a Written Statement accompanied by Town Maps and in some cases Comprehensive Development Area Maps is cumbersome and unsatisfactory. These documents mean little enough, but even so they can be dangerous in the wrong hands and, indeed, the worst that can be said for them is that they provide ample opportunity for lawyers' arguments! In the long run planning can thrive only on mutual agreement, not on legal wrangling. Again, there seems to be a feeling, at least on the part of some members of local authorities, that they have done their planning when a series of coloured areas has been put onto a map, but the improvement of our physical environment depends probably more on detailed design than on decisions, however wise, concerning the use of land. The problem today is that planning authorities cannot carry out this detailed design themselves and seem to be unable to impose an adequate standard on the developers. Instead, too much attention is paid to the paraphernalia of two-dimensional statutory planning and to negative controls on buildings, which all too often result in the encouragement of mediocrity and sometimes in the actual prevention of worth-while but unusual development.

I would like to see greater reliance placed on what we at Cumbernauld call 'basic' plans supported by test studies in three-dimensional form and possibly by an illustrated brief setting out the ideas behind urban renewal. This work must be a continuing process and must be comprehensive in scope. Results will be achieved by detailed planning within this comprehensive framework. Flexibility there must be at all times and in particular every opportunity must be taken of accepting fortuitous advances towards the realisation of a scheme. Very often success will depend on having the right chap in the right place at the right time. It is in these cases that it is so important to have someone of competence and with imagination who can devote sufficient time and effort to determine patterns of desirable development within an overall agreed brief.

It is impossible to avoid asking the question as to whether we have not got our planning priorities the wrong way round at the present time. Is there not an overriding need for a broad national planning policy with much greater flexibility at local level instead of a locally conceived policy based on

county and town maps with only flexibility and often weakness at national level?

Urban renewal involves many skills. The architect may have a special place in the team, but he will labour in vain without the contributions to be made by other workers in the technical, administrative, financial and sociological fields. An urban sociologist could play an important part in helping to define what we are striving to create. But perhaps the greatest need for the successful pursuit of urban renewal policies is for sympathetic and imaginative action on the part of administrators and financial advisers. The administrator should be willing and able to work side by side with the technician. His job should be to work with the team to control the pattern of development involving considerations of planning both in space and time; it should not be to control the team. Sound and enlightened financial advice within the team is also essential from the very earliest stages of the operation. In this connection there is a great need for mutual confidence between all the members of the team; there must be no tendency for one member to withhold information from the others and this applies particularly to the relations between administrators and financial advisers on the one side and technicians on the other. The technicians must also be prepared to act as responsible people. For administrators and financial advisers we need more men of the calibre of David Nenk whose death we have all lamented so recently. His work as the former joint head of the building branch of the Ministry of Education and more recently as Accountant-General in that ministry set a pattern which should be followed in other fields of planning and building. So many administrators seem to regard their job as one of preventing expenditure when they should be assisting to get money for the right purposes, while attacking the waste of money often incurred through short-sighted economies.

On the technical side the team should consist of architects, planners, engineers, quantity surveyors and landscape architects as well as other consultants, where these are required in particular circumstances. Members of all these professions have a vital part to play in the job of urban renewal and each must be allowed to make his contribution at the earliest possible stage of the project. The architect and the architect planner, I suggest, have a particularly important role since by his training the architect is skilled in problems of environmental design, but to make a fundamental contribution to this work he must show that he is capable not only of designing buildings but of dealing with the larger problems involved in designing a town or parts of a town. These two exercises are not the same thing at all although they should be complementary.

As to the leadership of the team: I believe that the architect is in a strong position to fill this role but only if he has the ability to work in a team and the facility of leadership in addition to his other professional skills, which must include post-graduate training in planning. We must prove ourselves worthy of this position and not expect it by right. I think it might also be worth while to consider a form of set-up similar to that operating in the Ministry of Education and now at the War Office, where there is joint leadership by an architect and an administrator.

The method of organising the team requires further consideration depending on local circumstances. In the larger towns in this group there should be ample scope for the appointment of an architect as a chief officer of the authority to be responsible for building work and planning with due regard, of course, to the position of the County Council as planning authority. Indeed I think there is a strong case for making this a statutory appointment. With the smaller towns there are obvious problems arising from their lack of resources. These might be dealt with in two ways. The county council could maintain an urban renewal section in the planning department headed by an architect who would be in direct touch with an appropriate county committee and with the individual local authorities. On the other hand, it might be possible for an organisation to be shared by a group of small authorities with similar problems. This could be somewhat similar to the New Town set-up with a small committee composed of representatives of the interested local authorities instead of a Government-appointed corporation, but with straightforward technical-administrative leadership of the permanent staff.

An interesting experiment to obtain architectural advice is being carried out at Dumbarton in Scotland where a competition is in progress for schemes for the redevelopment of a considerable area in the centre of the town, the assessor being Professor Robert Matthew. The programme includes shopping and office space, car parking, hotel, community centre, housing, open space along the banks of the River Leven and a new road bridge, and an indication has to be given of the townscape detail proposed. The winner will be responsible for the design of the buildings to be erected by the town council and will also be appointed consultant architect for the remainder of the development, including the road bridge and new road works.

Summary

The main conclusions of this paper can be summarised as follows:

1. In the planning and redevelopment of the small town greater attention should be paid to the creation of a high-density compact urban area without neighbourhood units, allied to a less rigid imposition of land use reservation.

2. Traffic projections should be undertaken for all towns and on this basis an efficient pattern of communications should be evolved with maximum segregation of vehicles and pedestrians.

3. There are likely to be considerable changes in the pattern of retailing which will have a profound effect on the design of shopping centres. The essential need here is for flexibility in the use of space which may well lead to the design of larger building units on a more comprehensive basis than hitherto.

4. There must be a satisfactory framework for the initiation of urban renewal policies involving questions of finance and staffing and there should be a reconsideration of planning procedures to take account of the particular problems arising from redevelopment.

5. There are many lessons which could be learned from New Town experience and applied to the problems of the old towns. This aspect of New Town design and building should be exploited by the Government so that results can be obtained in time to be useful.

Although many of my thoughts apply to the whole planning set-up in the country, this paper is concerned primarily with the small towns, most of them not planning authorities in their own rights. Much of our heritage is still preserved in these towns, which have escaped the main advance of population. In the larger towns and cities the problems are now almost overwhelming and progress can only be slow, but opportunities still remain in the smaller towns. There is still time to deal with their problems, although speed is vital and vision will be required by all those concerned with the future development of these towns.

I would like to end this paper with a quotation:

'This great town planning movement must not end in a few large cities getting all the talent, most of the money and the best of all the improvement. . . . The expanding village wants town planning as much as does the large city; the growing town clamours for town planning but, most of all, the straggling suburb round the ever-changing city gives a stimulus whose call we ought to have answered years ago. For all these reasons, industrial, social, commercial, and Imperial, town planning must go hand in hand with better housing, wider roads, higher wages and increasing sobriety.'

The words are those of the Rt. Hon. John Burns, MP, and were spoken some fifty years ago. They are as true today as they were then. That is the measure of our problem.

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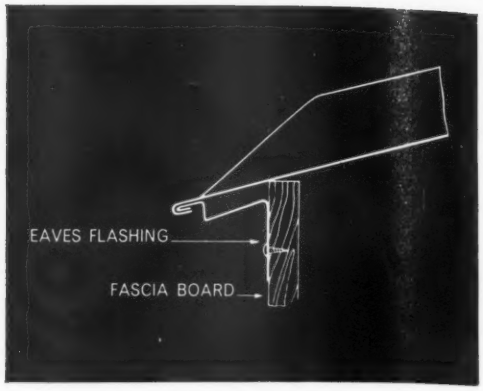

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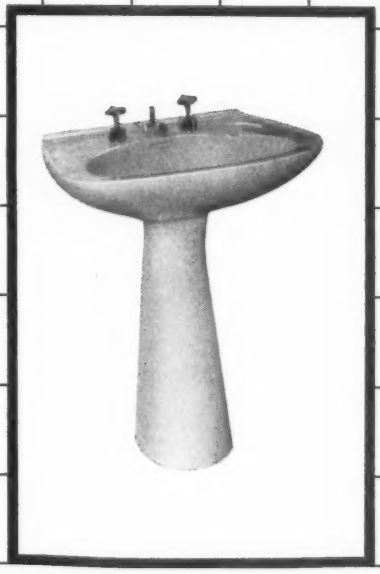

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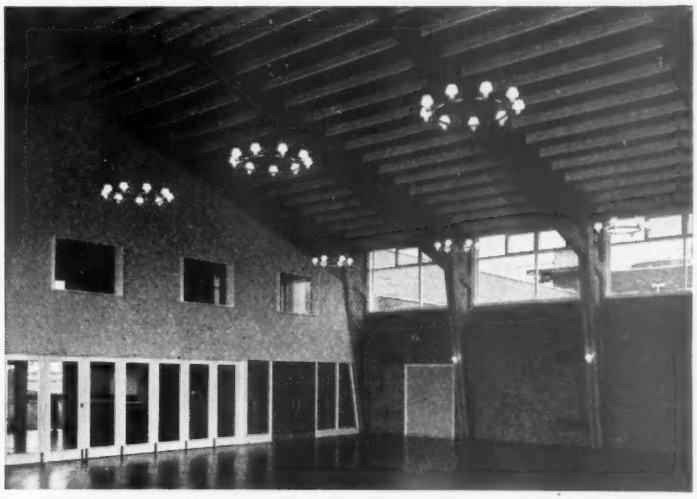

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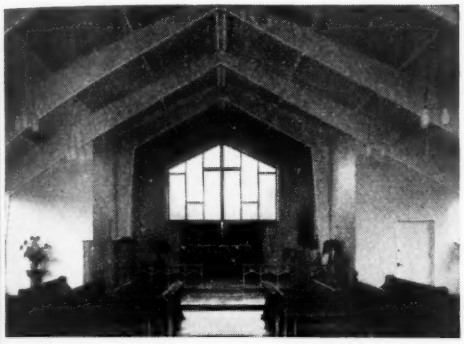

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* In case it's some time since you last read the book of the film, you might like to be reminded: *Robinson Crusoe's Man Friday left one single, solitary footprint in the sand!* Defoe, bless him, never explained this one-footed mystery.

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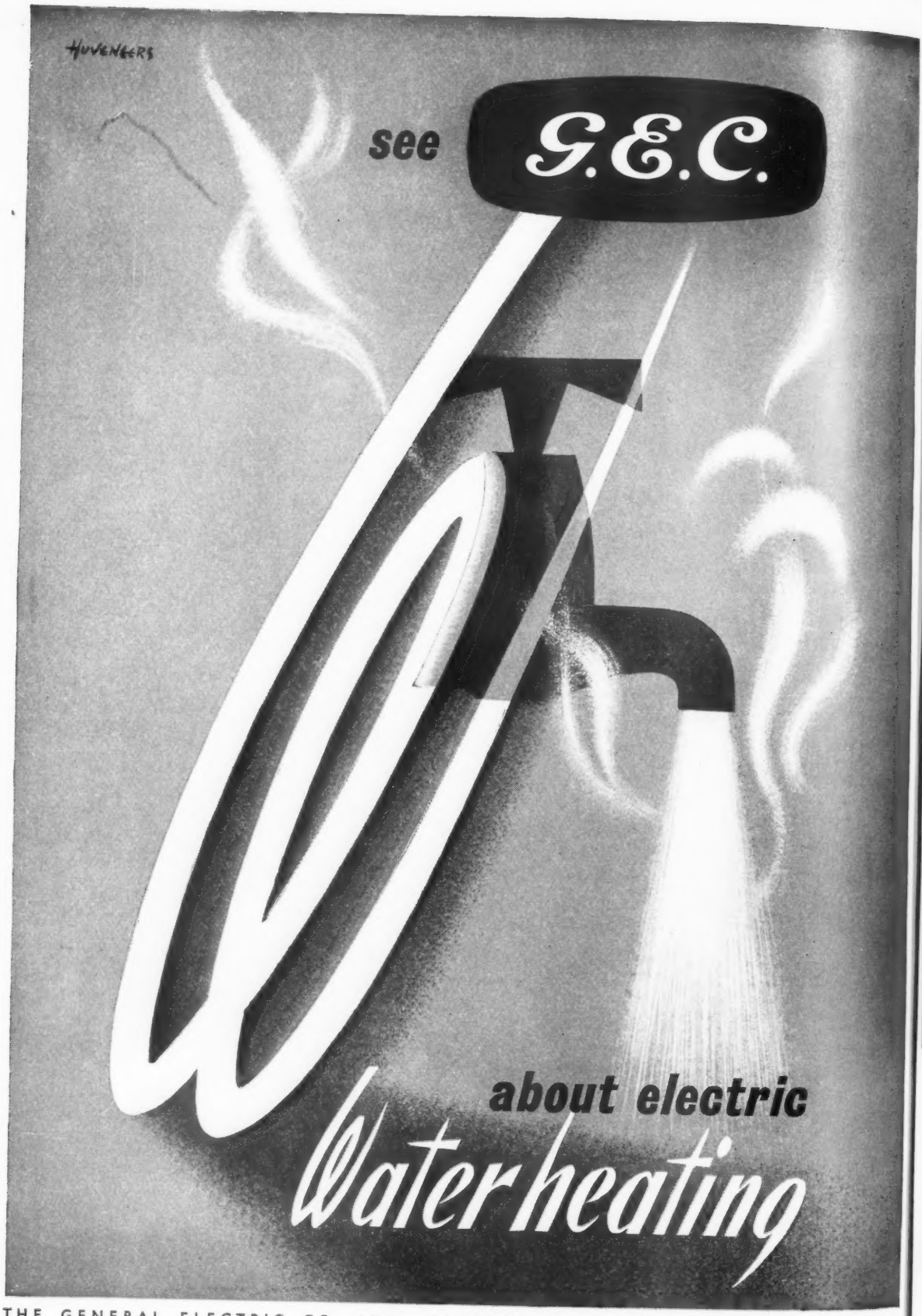

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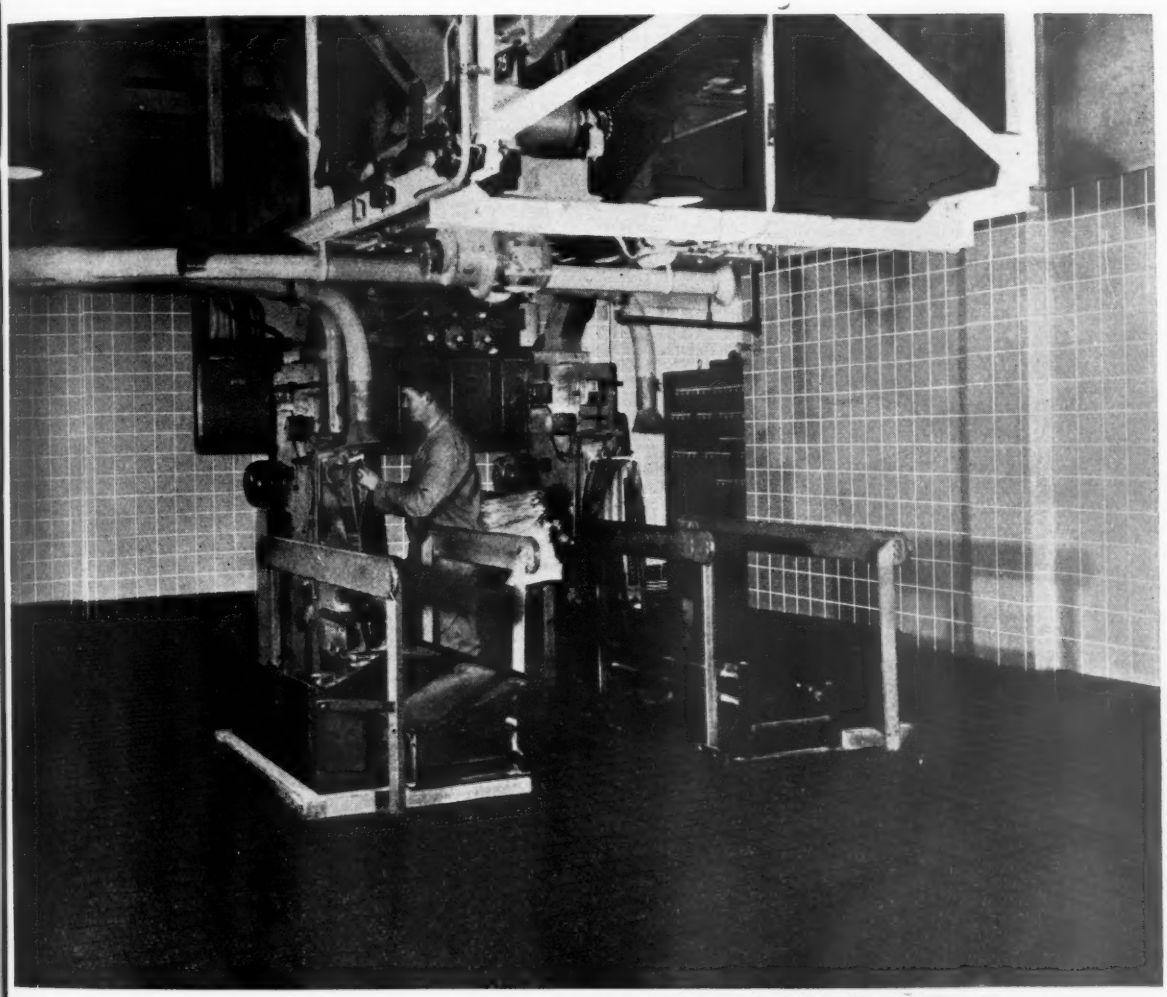

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To the user of industrial buildings

ALCAN aluminium means:

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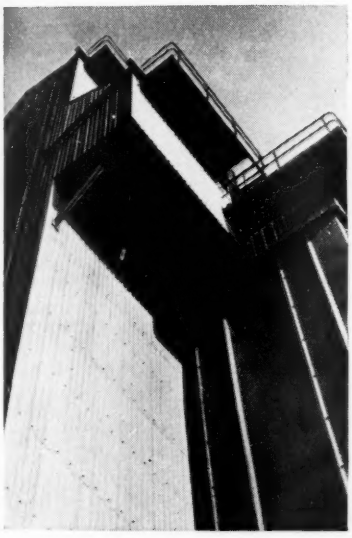

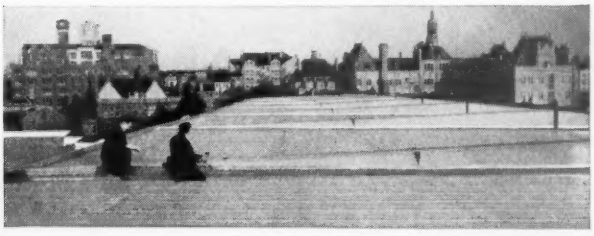

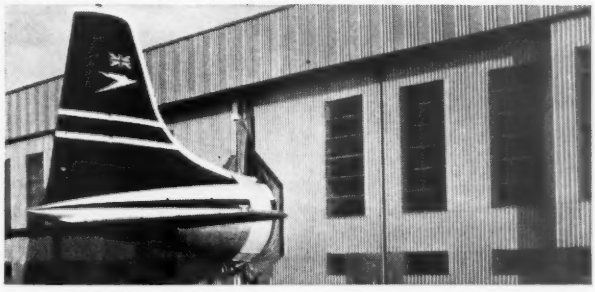

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Consulting Engineers: Bernard L. Clark & Partners.

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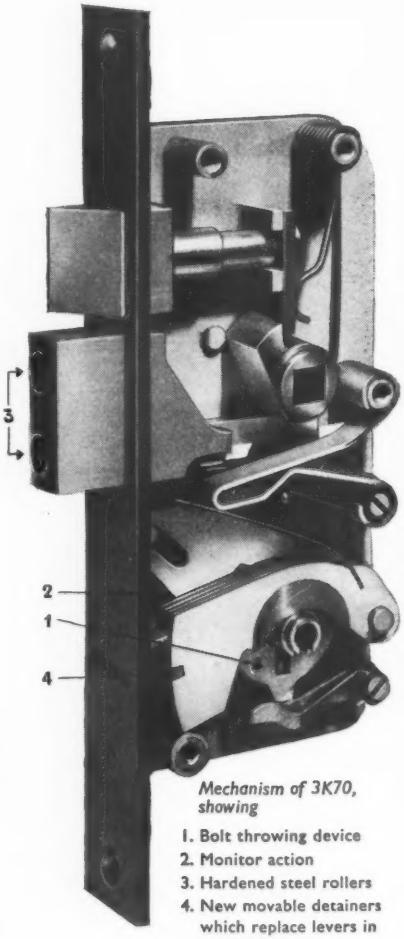

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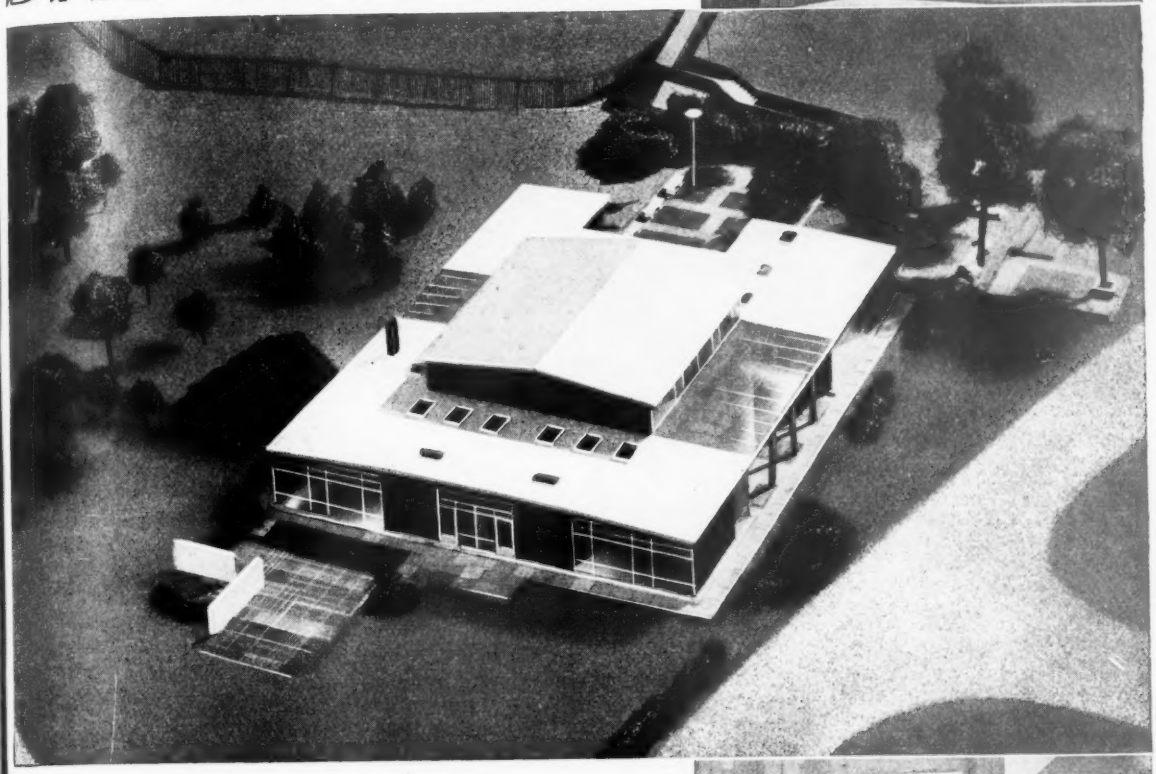

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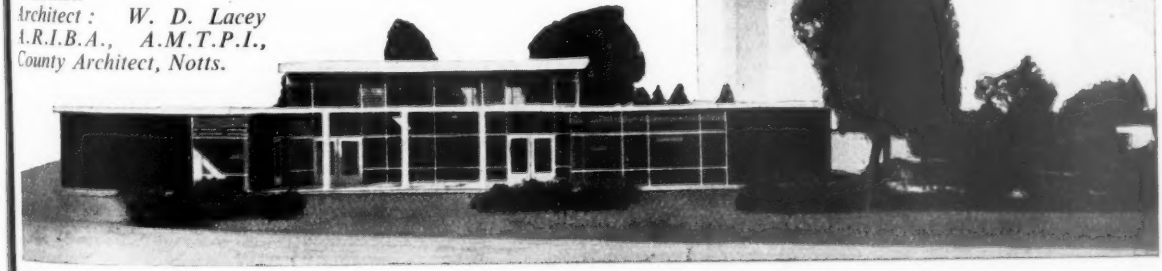

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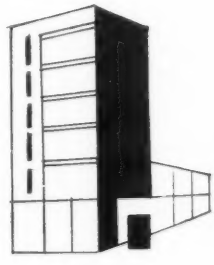

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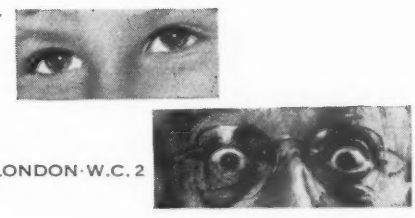

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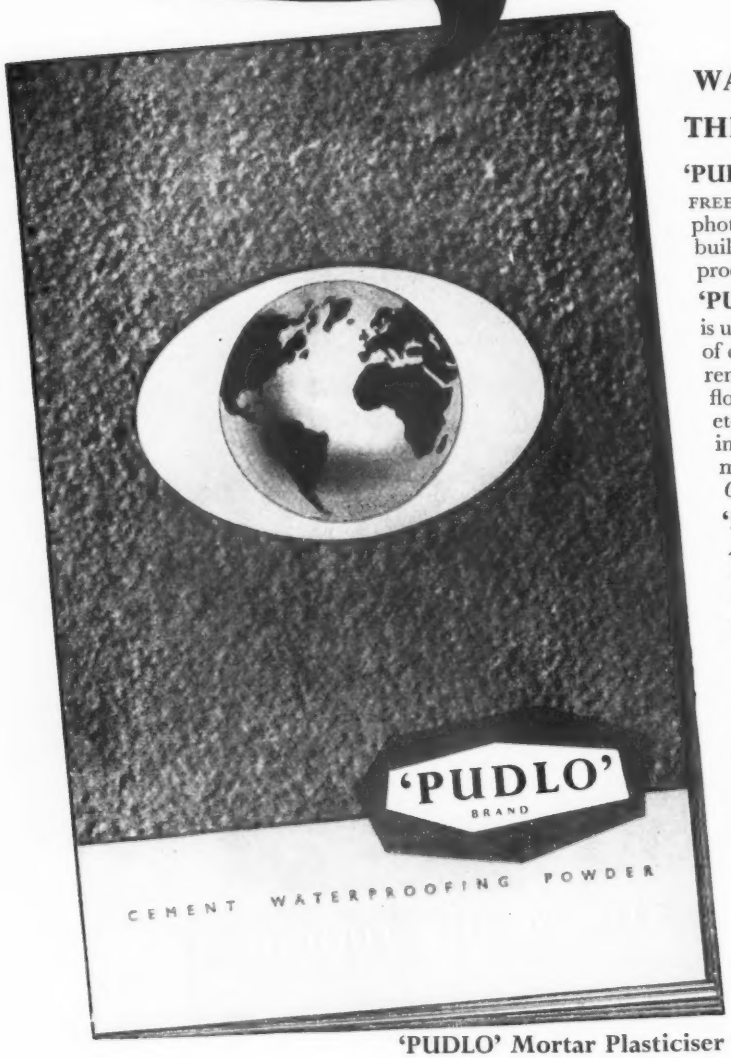

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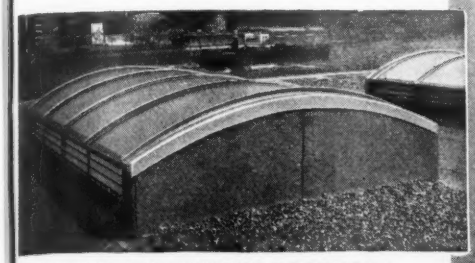

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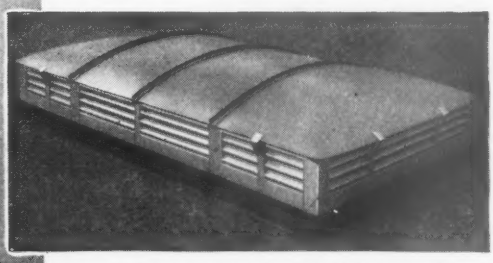

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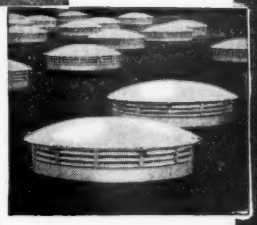

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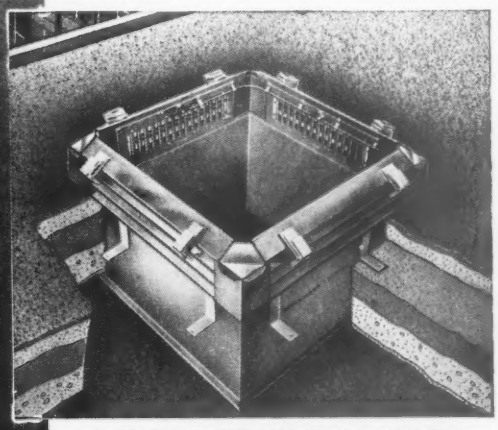

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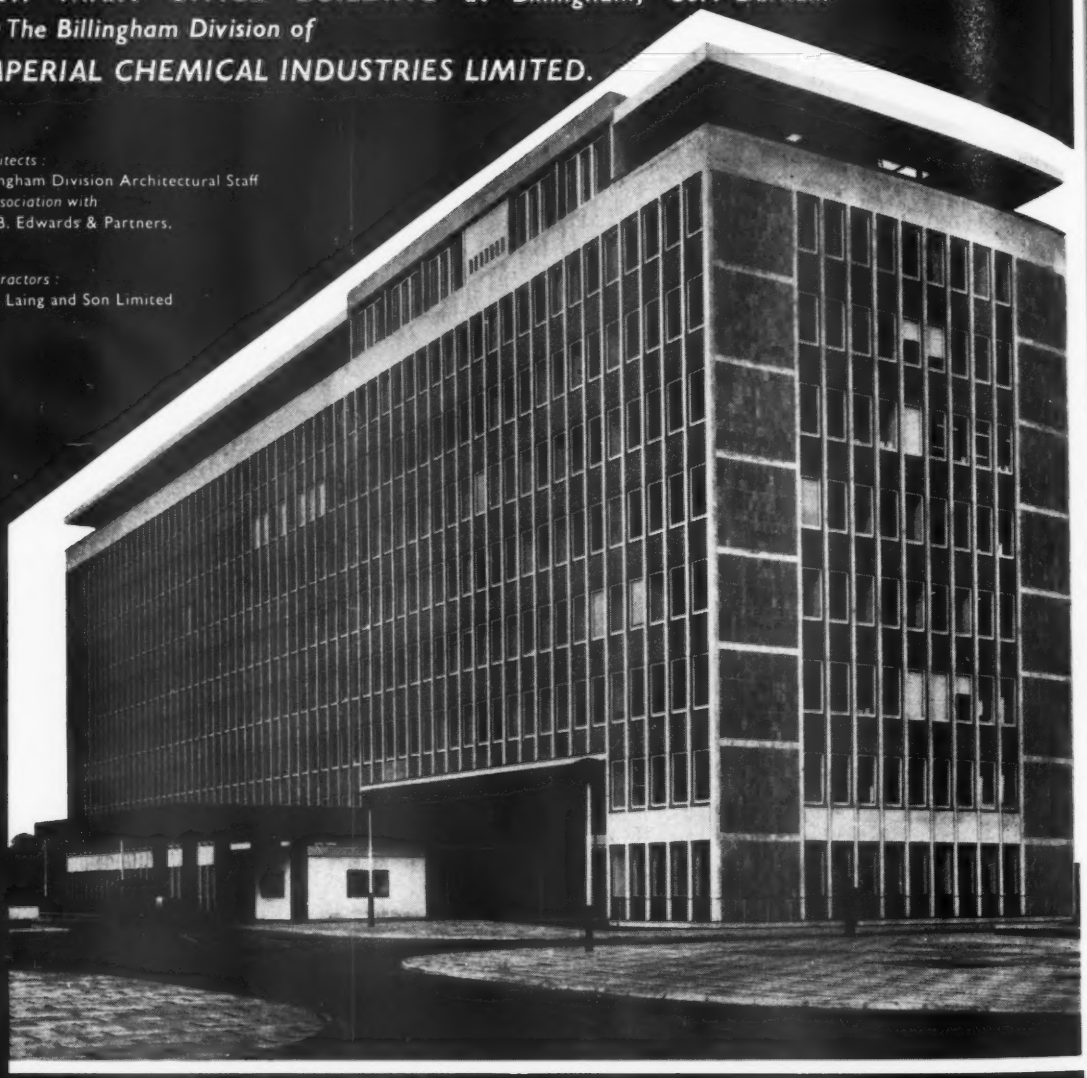

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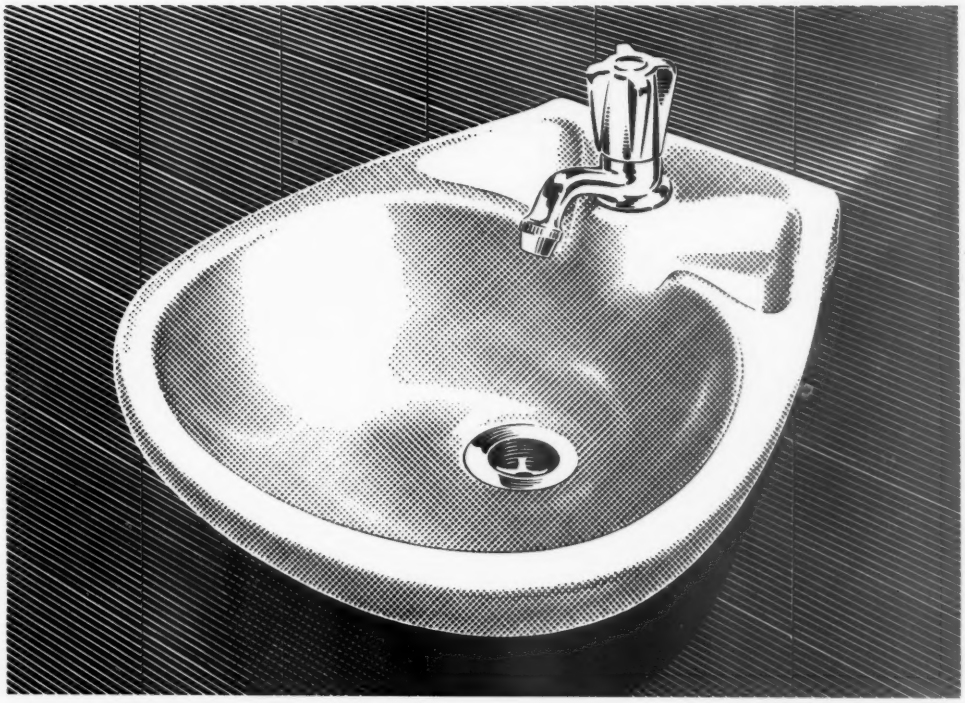

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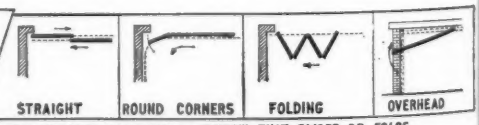

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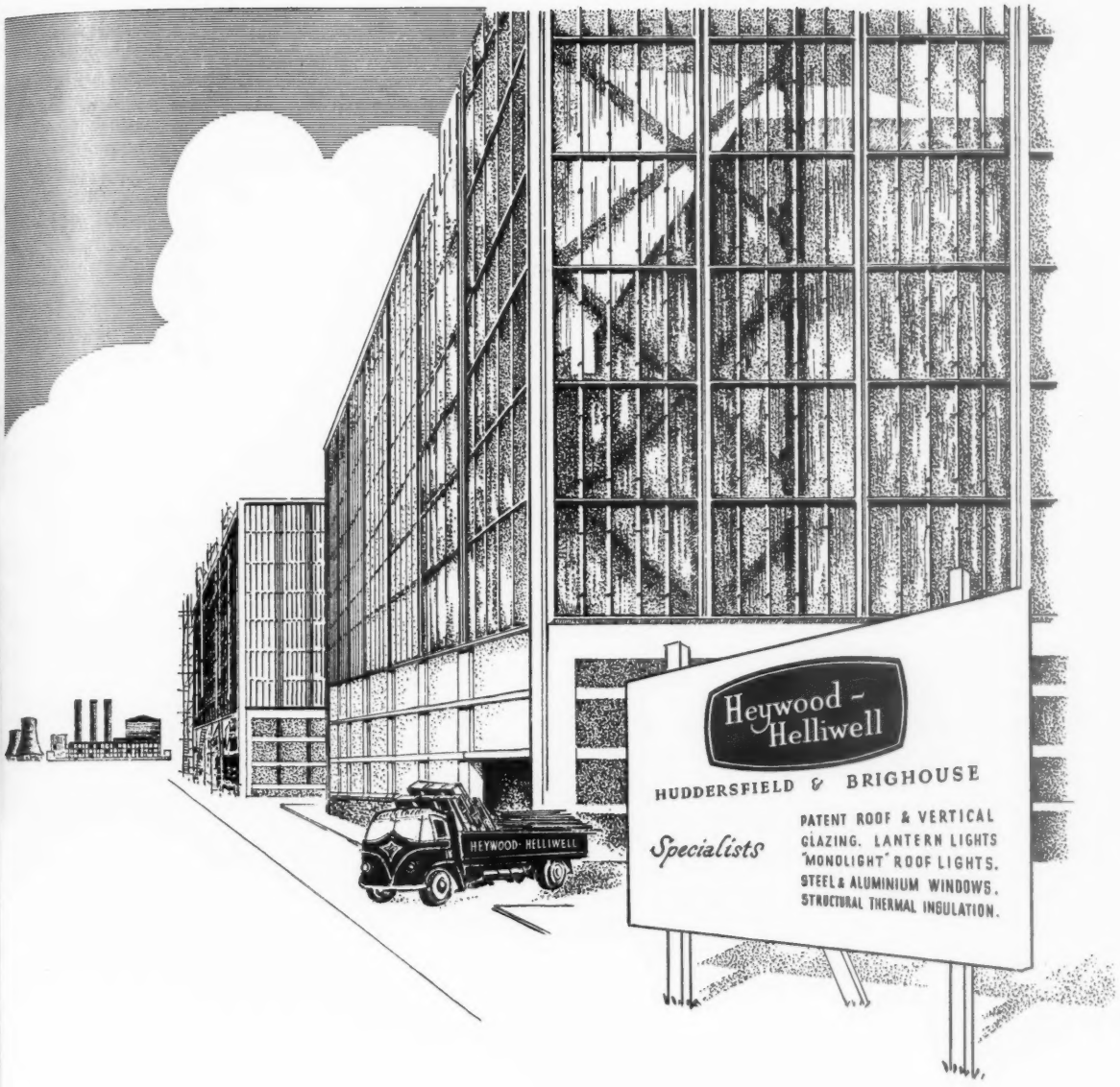
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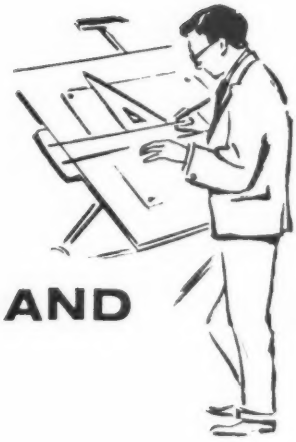

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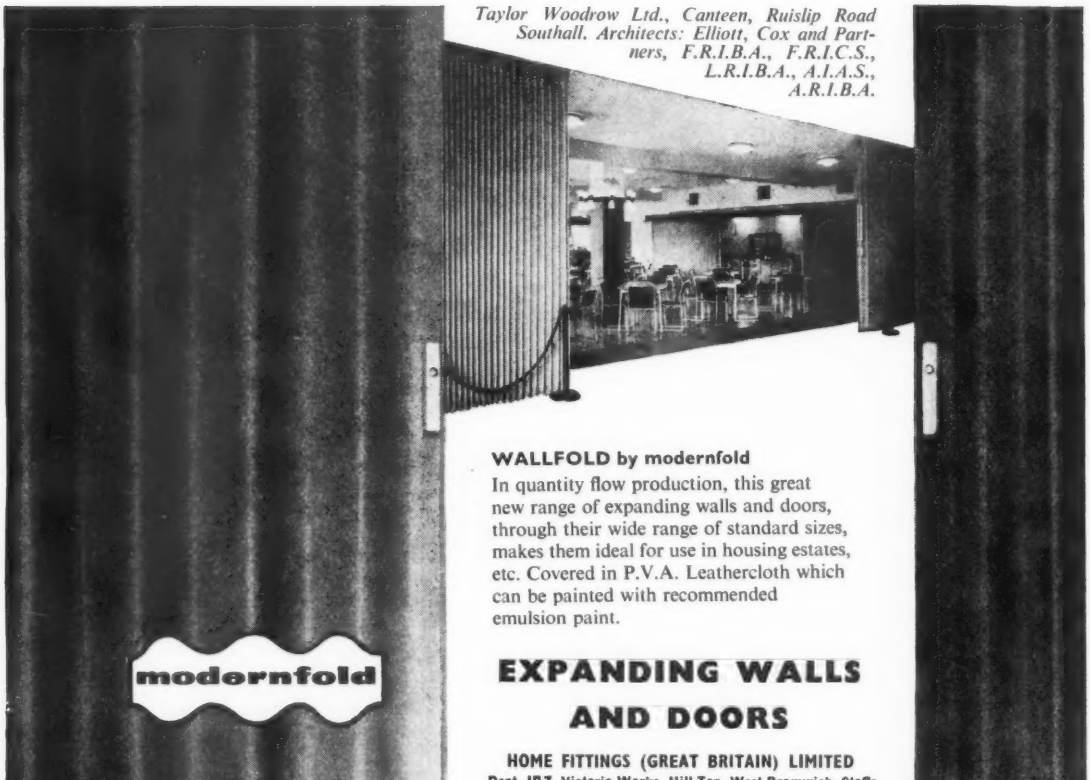

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Equipment installed permanently on the roof of a building, giving safe access to facades for cleaning, maintenance and repairs. The cradle itself is of light metal construction, fully sheeted up to a height of 3 ft. 3 in., with an 8 in. high rear handrail. The machine operates on a 3 x 440 volt, 50 cycle, 3Kw. power supply, which can be varied according to site conditions. All-welded twin jibs allow the cradle to be swung clear over the carriage, so entry can be effected from the roof, and cradle distance from the facade can be adjusted as required. The corner traversing gear rests on two rails with special swivelling bogies which allow sharp angled corners to be negotiated safely. Controls are operated from inside the cradle by a push-button system, and are interlocked with a "Dead Man's Handle". Voltage in cradle control box is only 24 volts. The cradle is carried by two lifting ropes of crucible steel wire, with a galvanized finish. If power fails, lifting can be carried out by an easily fitted hand wheel.

Illustrated brochures giving full details of Mills Universal Power Operated Cradles and other types of Mills Power Operated Cradle are available on application to the Mills Scaffold Co. Ltd.

TYPE 1U

For use on flat or slightly sloping roofs, where horizontal rail assemblies can be installed. Care must be taken that the passage is wide enough, even at its narrowest point, for the appliance to pass.

SafeWorkingLoad	440 lb.
Height Coverage	164 ft. (also available with height coverage of 262 ft.)
Lifting Speed	33 ft. per min.
Traversing Speed	40 ft. per min.
Front Rail	6 in. x 3 in. x 12 lb/ft. R.S.J.
Rear Rail	6 in. x 3 in. x 12.41 lb/ft. R.S.C.
Clearance Space (from front rail to the back)	4 ft. 3 in.
Front Wheel Base	3 ft. 3 in.
Rear Wheel Base	2 ft. 4 in.
Max. Wheel Pressure on Front Rail	1433 lb/wheel
Max. Wheel Pressure on Rear Rail	1322.77 lb/wheel.
Length of Cradle	6 ft. 2¾ in.

TYPE 1U/A

For use on flat roofs, with high parapets and restricted travelling space.

SafeWorkingLoad	440 lb.
Height Coverage	164 ft.
Lifting Speed	33 ft. per min.
Traversing Speed	40 ft. per min.
Front Rail	6 in. x 3 in. x 12 lb/ft. R.S.J.
Rear Rail	6 in. x 3 in. x 12.41 lb/ft. R.S.C.
Clearance space (from front rail to the back)	3 ft. 3 in.
Front Wheel Base	3 ft. 3 in.
Rear Wheel Base	2 ft. 4 in.
Max. Wheel Pressure on Front Wheel	1477.10 lb/wheel.
Max. Wheel Pressure on Rear Wheel	1256.63 lb/wheel.
Length of Cradle	6 ft. 2¾ in.

TYPE 2U

Parapet must be high and strong enough for rail mounting. Tubes of the required diameter are used as rails to give a smoother travel.

SafeWorkingLoad	440 lb.
Height Coverage	164 ft.
Lifting Speed	33 ft. per min.
Traversing Speed	40 ft. per min.
Upper Rail	3½ in. o/d x 7 swg. (Class B)
Lower Rail	4½ in. o/d x 7 swg. (Class B)
Clearance Space (from centre line of front rail to the back)	2 ft. 11 in.
Wheel Base of Upper Rail	3 ft. 3 in.
Wheel Base of Lower Rail	3 ft. 3 in.
Vertical Load on the Lower Rail	1543.70 lb/wheel.
Horizontal Load on the Lower and Upper Rails	881.85 lb/wheel.
Length of Cradle	6 ft. 2¾ in.

TYPE 3U

For use where site conditions will not allow the placing of rails or rail assemblies on the roof.

SafeWorkingLoad	440 lb.
Height Coverage	164 ft.
Lifting Speed	33 ft. per min.
Traversing Speed	40 ft. per min.
Clearance Space (from front wheels to the back)	6 ft. 2 in.
Front Wheel Base	3 ft. 3 in.
Rear Wheel Base	3 ft. 3 in.
Wheel Pressure on Front Wheels	1102.31 lb. /wheel.
Wheel Pressure on Rear Wheels	1322.71 lb/wheel.
Length of Cradle	6 ft. 2¾ in.

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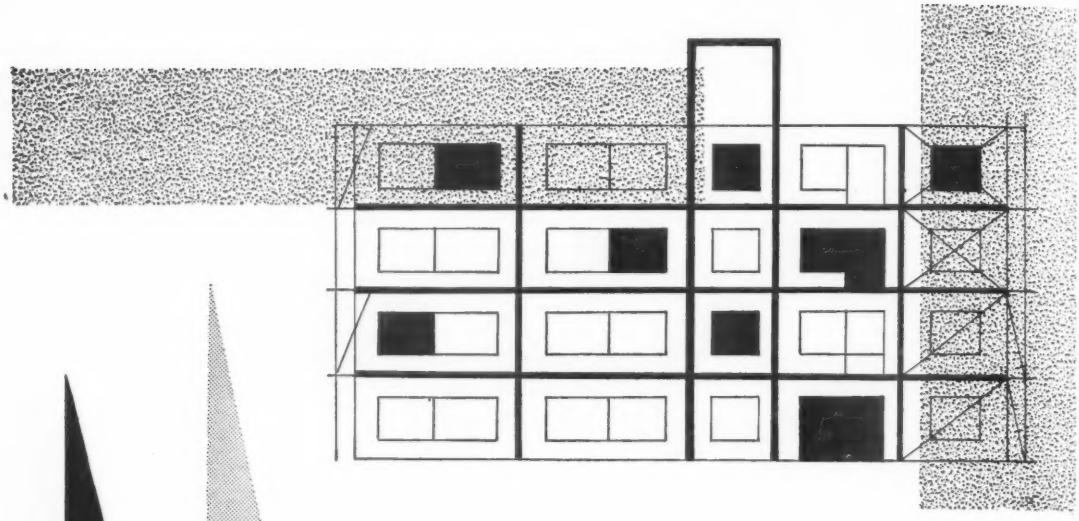

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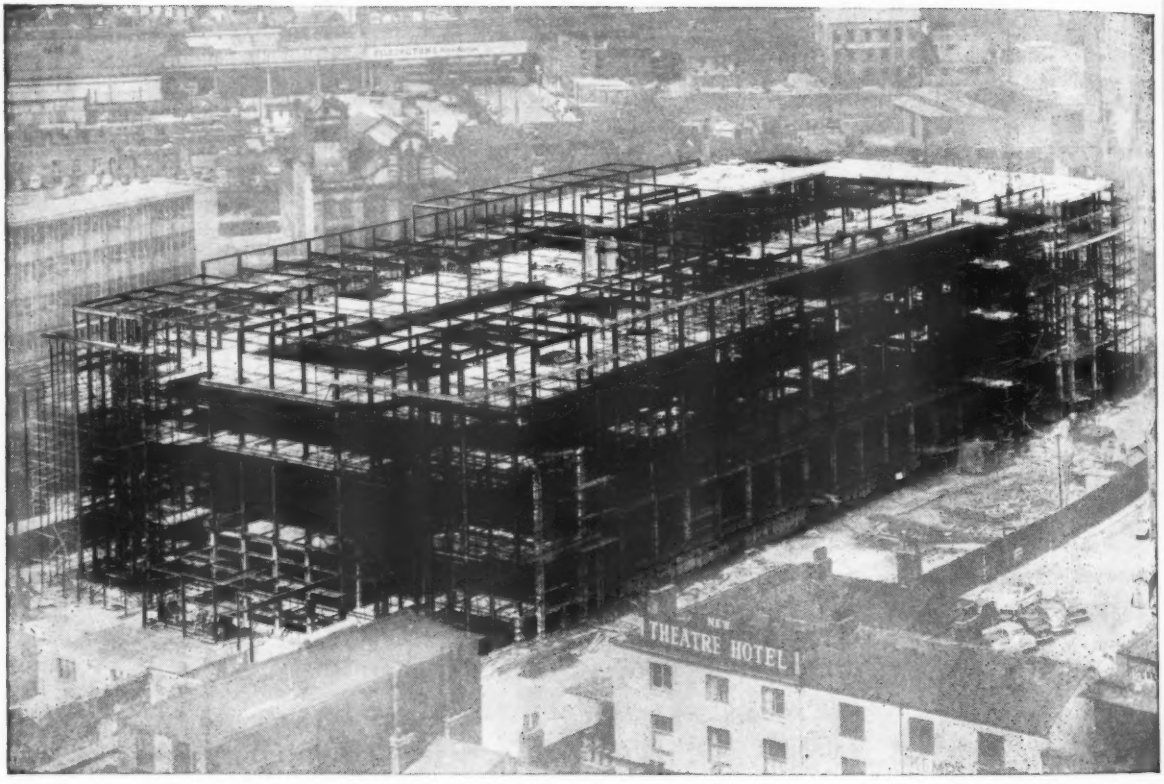

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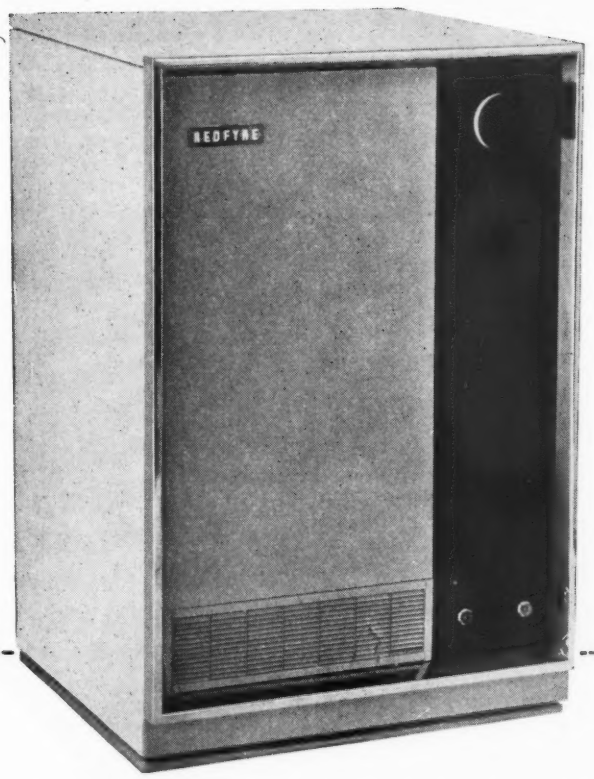

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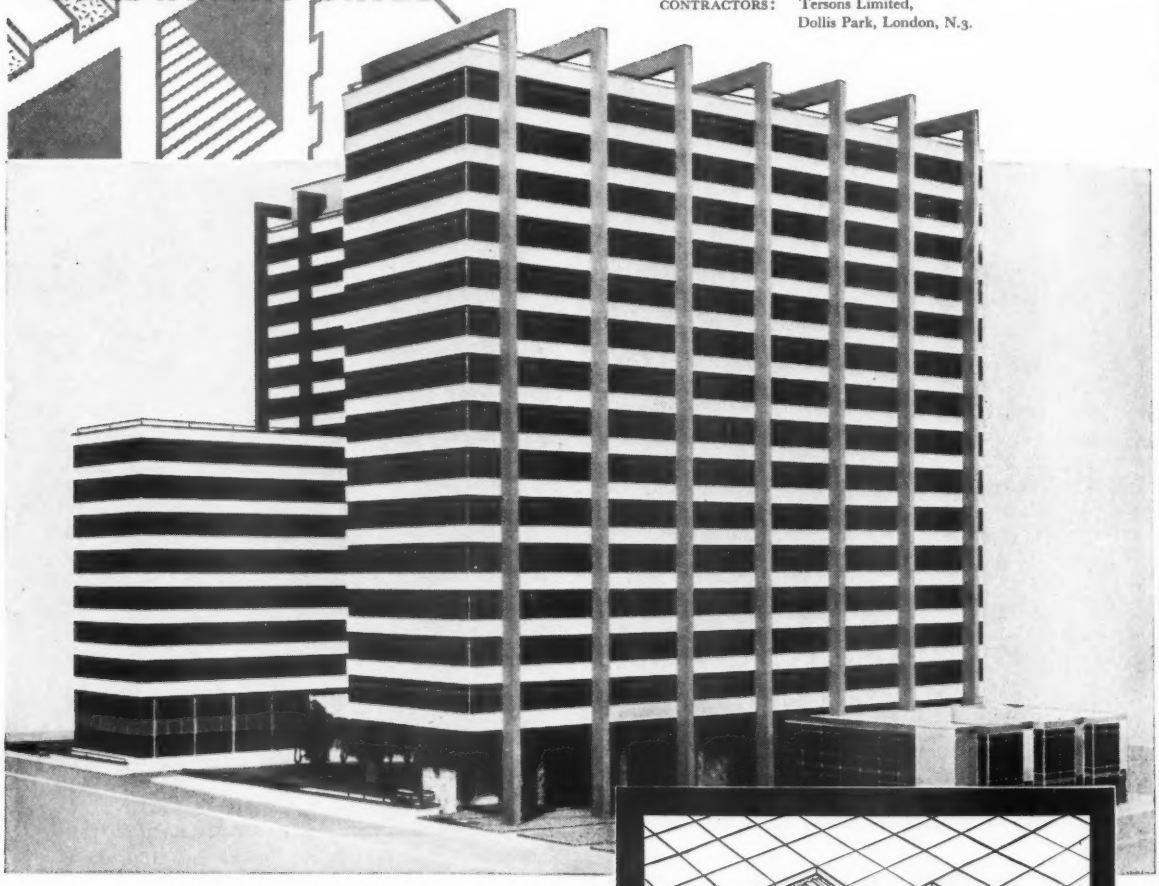

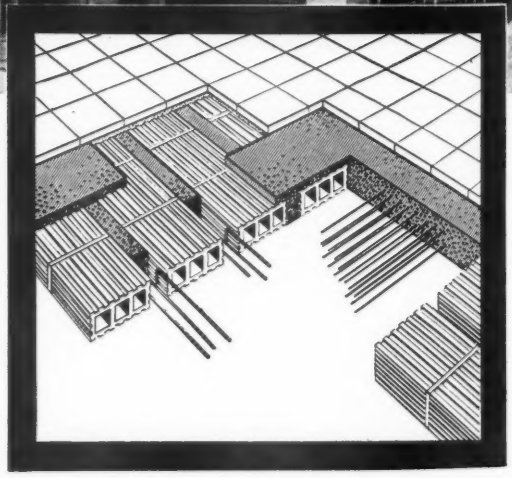

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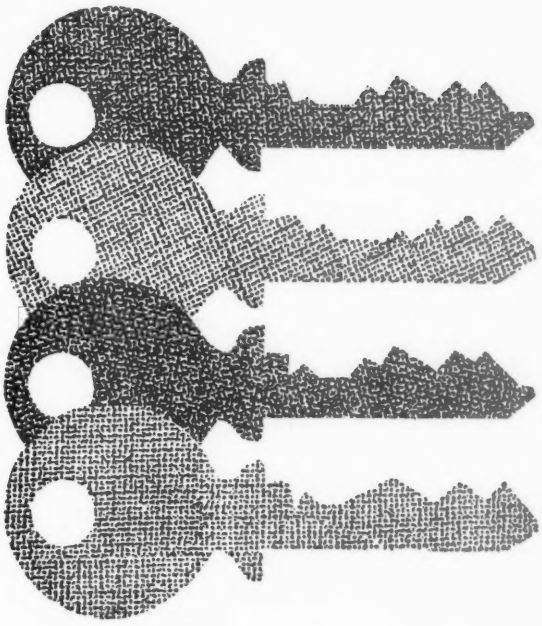

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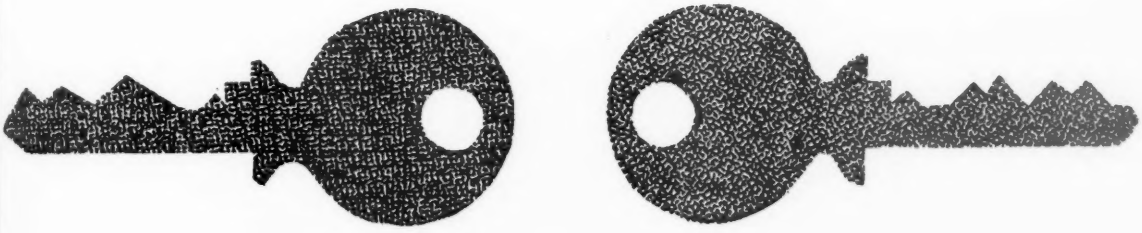

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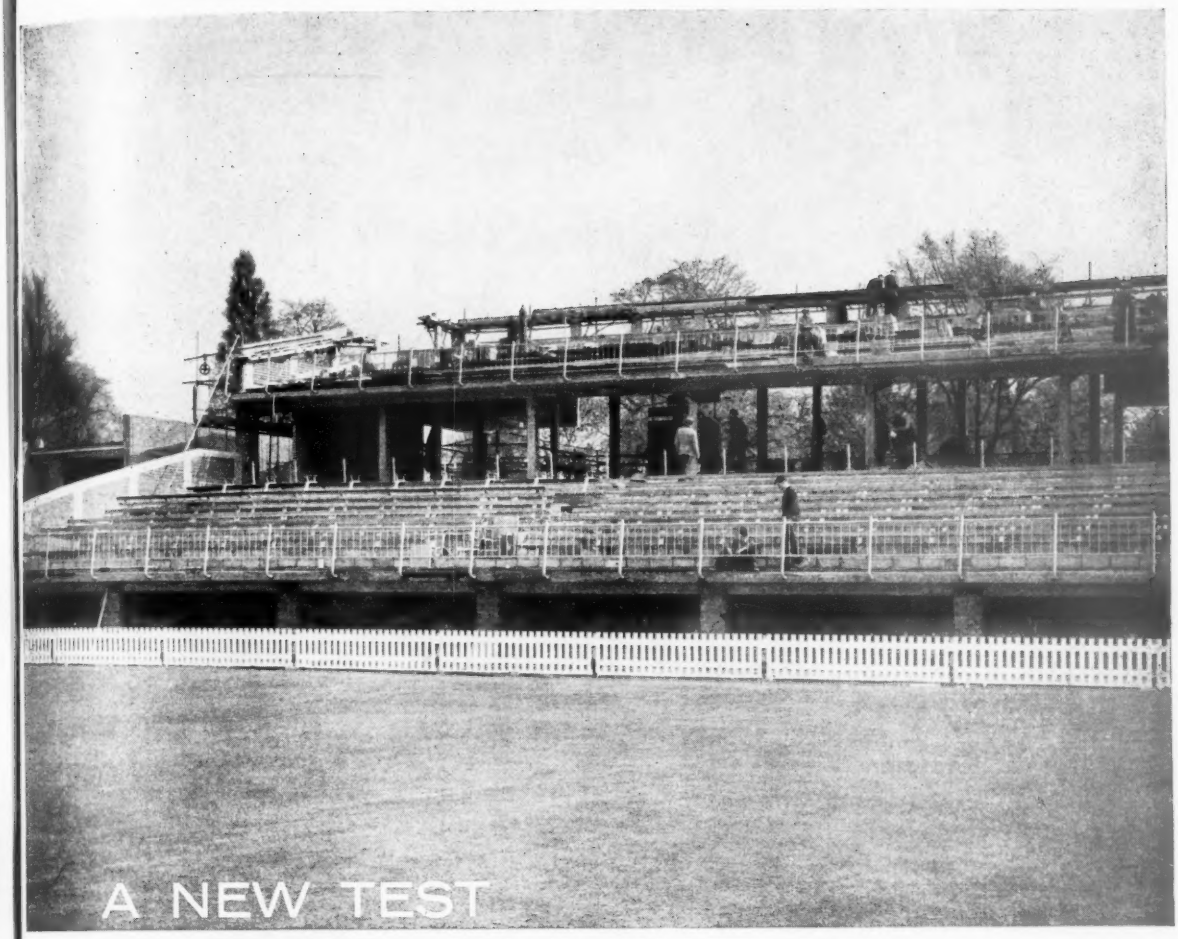

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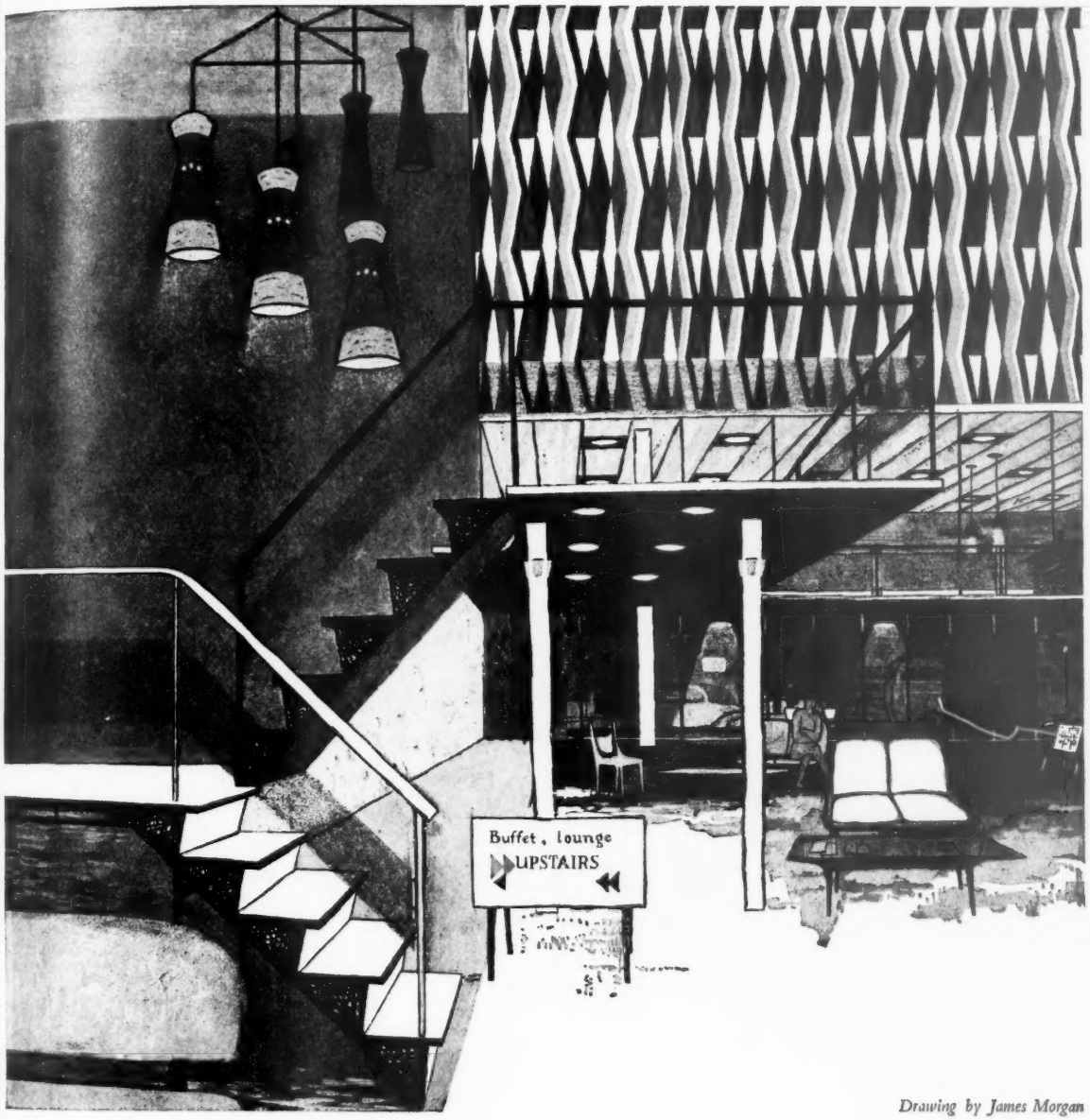

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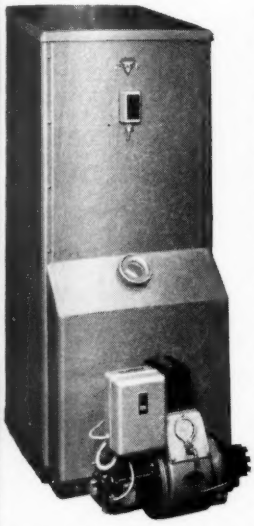

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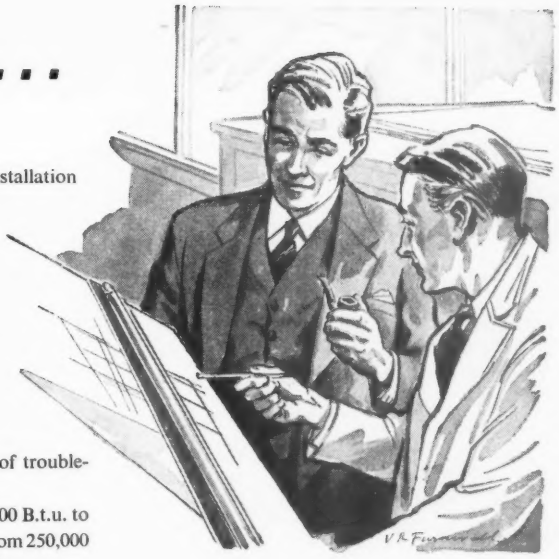

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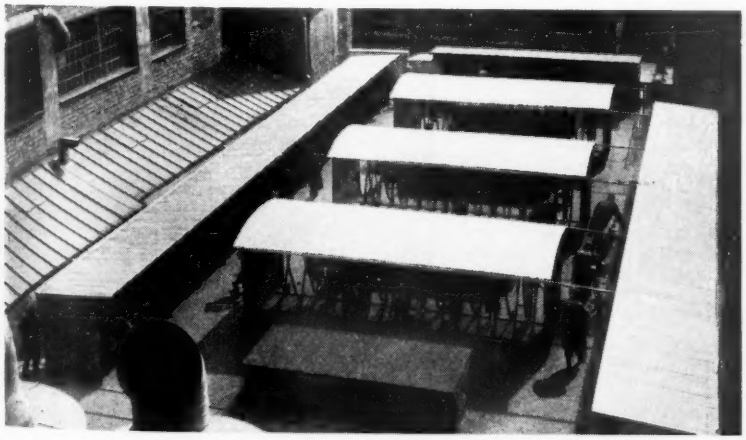

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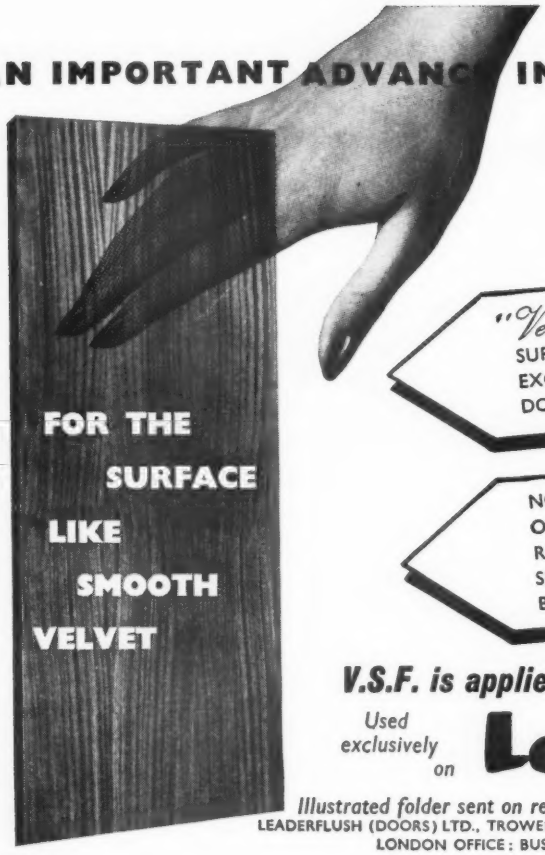

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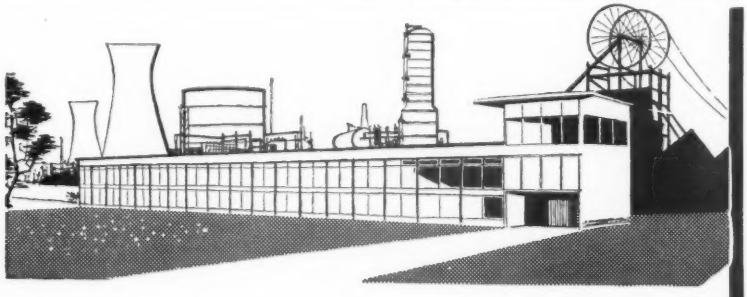

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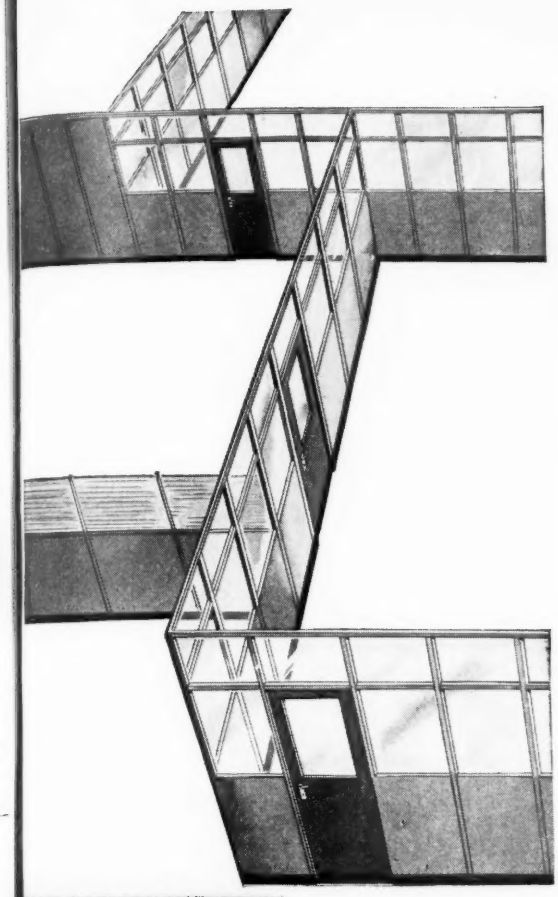

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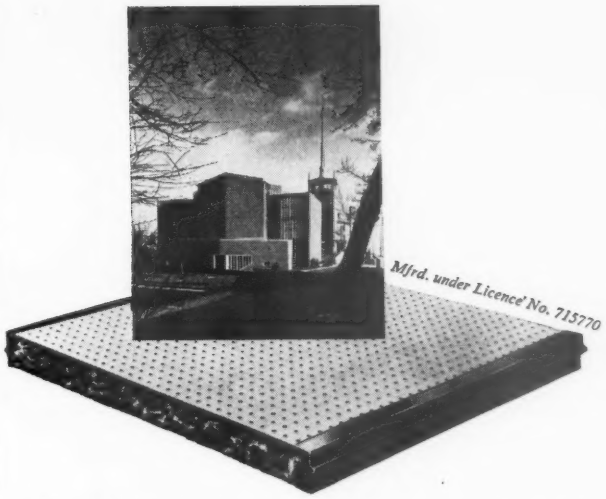

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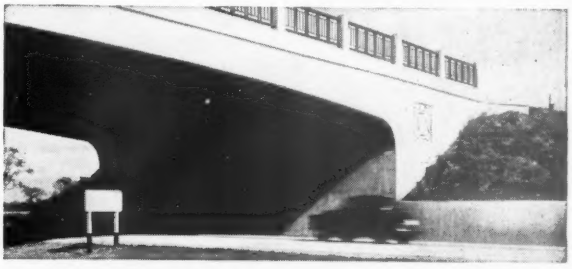

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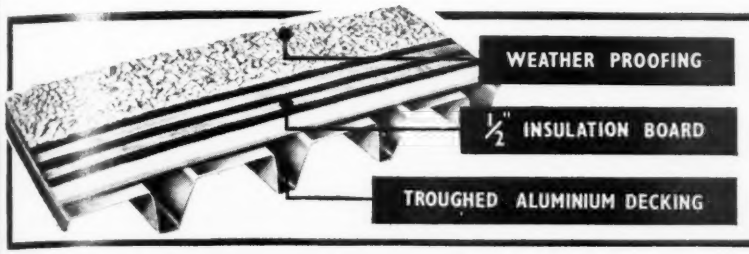

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